

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. II. No. 5.

CHICAGO, ILL., MARCH 10, 1899.

FIVE CENTS PER COPY:
ONE DOLLAR PER YEAR.

REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

E. R. ULRICH & SONS,

SHIPPERS OF CHOICEST

Milling WHITE and YELLOW CORN.

Main Office, SPRINGFIELD, ILL.

Elevators in Central Illinois on Wabash, C. & A.,
C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.

Elevators on the Ill. Cent. R. R.

Crocker Elevator Co.

MAROA, ILL.

PRATT-BAXTER GRAIN CO.

TAYLORVILLE, ILL.

Stations on Wabash R. R.

Wheat, Corn and Oats

SPECIALTY: White and Yellow Corn
Fresh from Farmers.

KENTLAND, IND.

MCCRAY & MORRISON,

SHIPPERS OF CORN, CLIPPED AND
.....OF NATURAL OATS

Our Special Brand of White Oats
is a favorite wherever tried.

Grain Warehouses at Kentland, Beaver City, Earl
Park, Morocco, Remington, Ind., and Effner, Ill.

Elevators on Wabash & I. C. R. R.

KNIGHT & SON,

MONTICELLO, ILL.

OUR SPECIALTY....

..... Shipping Corn and Oats.

H. WORK & CO.

Dealers
...In Grain,

MILLING WHEAT
A SPECIALTY.

ELLSWORTH, KAN.

L. T. HUTCHINS & CO.

Grain Merchants,

SHELDON, ILL.

Elevators at Donovan, Iroquois, Milford, Ill.,
Earl Park, Morocco, Templeton, Ind.

W. G. MOORE,

Lincoln, Neb.

Elevators at
SWANTON,
BLADEN AND
WESTERN, NEB.

GRAIN

Established 1878.

B.C. Christopher & Co.

SPECIAL ATTENTION GIVEN
CONSIGNMENTS AND MILL ORDERS.

Rooms 316 & 317, KANSAS CITY, MO.
Board of Trade.

STUDABAKER, SALE & CO.

BLUFFTON, IND.

Clipped Oats, Glover and
Timothy Seeds, Milling
Wheat.

Large or Small Orders.

The Greenleaf-Baker

Grain Company, ATCHISON,
KAN.

GRAIN BUYERS AND SHIPPERS.

CLUTTER & LONG,

LIMA, OHIO,

Shippers of Clipped White Oats, Corn,

MILLING WHEAT, MILLFEED,
CLOVER AND TIMOTHY SEED.

REGULAR GRAIN RECEIVERS.

CHAS. F. ORTHWEIN & SONS,

Grain Exporters
and Receivers,

St. Louis, New Orleans,
Kansas City, Galveston.

E. A. GRUBBS GRAIN CO.

GREENVILLE, O.

Buyers of Grain in car lots on all roads.
CHOICE MILLING WHEAT a specialty.
Correspondence solicited.

L. Bartlett, B. G. Ellsworth,
O. Z. Bartlett, J. L. Dolan

L. BARTLETT & SON,

Grain Commission Merchants,

Rooms 23 & 24, Chamber of Commerce Bldg.

Branch Houses:
CHICAGO, MINNEAPOLIS, MILWAUKEE.

Husted Milling & Elevator Co.

...BUFFALO, N. Y.

Buyers of

CORN AND OATS.

EDWARD P. MERRILL,

Grain Broker,

PORTLAND, ME.

DANIEL McCAFFREY'S SONS,

Receivers and Shippers of

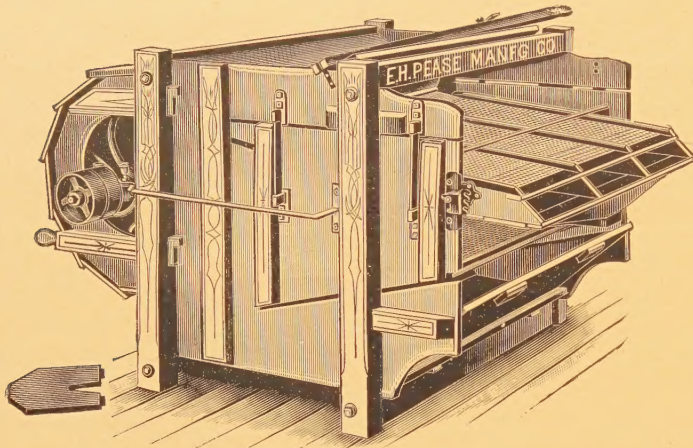
Hay, Grain, Mill Feed,

716-718 Fifth Ave.

Established 1867.
Reference: Duquesne Nat. Bank. Pittsburgh, Pa.

A Good Cleaner IS A PROFITABLE INVESTMENT...

A Pease Cleaner IS A GOOD CLEANER.....



Pease End Shake Warehouse Fanning Mill.

We make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.

ALL KINDS of Power Plants, General Machinery and Supplies for Grain Elevators, Mills, Malt Houses and Breweries.

OUR NEW CATALOGUE No. 10 IS JUST OUT.
SEND FOR A COPY.

E. H. PEASE MFG. CO., RACINE, WIS.

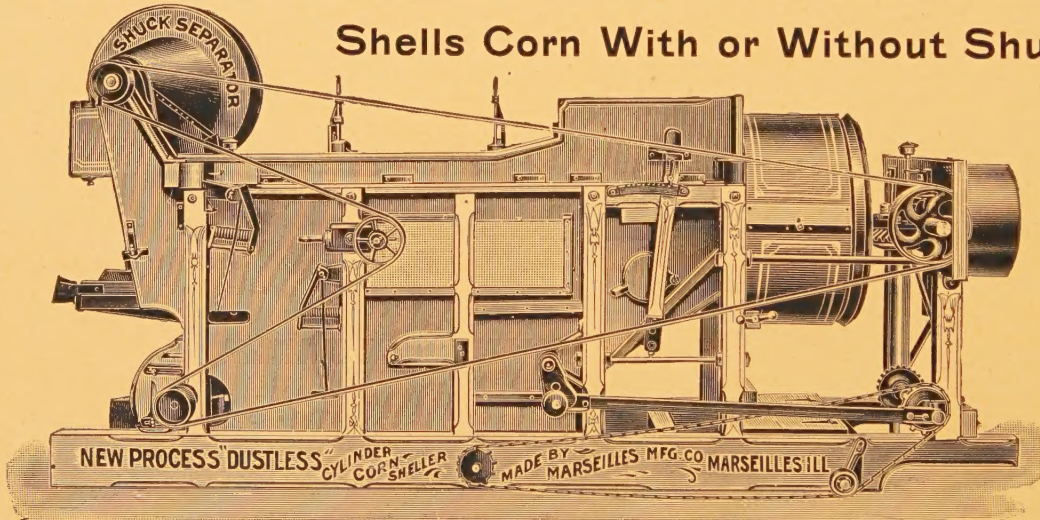
THE NEW PROCESS

"DUSTLESS" "Shuck Corn"
Shellers, Separators and Cleaners,
FOR FIELD, WAREHOUSE OR GIN HOUSE.

Shells Corn With or Without Shuck.

In one operation corn is husked and shelled, separated and cleaned.

Delivers corn, shucks and cobs at different points all ready for the market.



Ear Corn Feeders, Shelled Corn Elevators and Cob Carriers are furnished when wanted attached to and driven from the machine.

Can also be mounted on trucks and used as a Field Sheller.

A NEW PROCESS IN FACT

Employing New, Original and Patented Mechanical Principles never before combined in any Machine. The husking, and shelling is accomplished by the "Spiral" cylinder revolving at a high rate of speed inside of the concave, which is made up of separate grated staves. The concave is adjustable for all classes of corn. The corn is thoroughly cleaned by means of a blast and suction fan working in conjunction with each other the dirt being blown through a dust spout to any point desired. The husks are separated from the cobs by a powerful suction fan, which carries them from the machine in a tight spout. Shelling parts are made of white iron and are durable.

No waste of grain or power. Cobs left in good shape for fuel.

Address **Marseilles Mfg. Co., Marseilles, Ill.**

REGULAR GRAIN RECEIVERS.

Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

CHICAGO.

GRAIN DEALERS....

We Want Your Business.

If you appreciate **Honest Work, Good Treatment and Prompt Returns**, consign your grain to us.

CALUMET GRAIN and ELEVATOR COMPANY, ...CHICAGO.
Arthur Sawers in charge of receiving business.

ROSENBAUM BROS.

Receivers and Shippers.

Correspondence Solicited.

Room 77 Board of Trade Building,
CHICAGO, ILL.

Jno. S. Carpenter, Pres. M. R. Montague, Vice-Pres.
H. A. Leland, Sec'y and Treas.

MONTAGUE & COMPANY,

Successors to Montague, Barrett & Co.

COMMISSION MERCHANTS,

Flour, Grain, Millstuffs, Consignments and Options.
6 and 8 Sherman St. CHICAGO, ILL.

Established 1871. Correspondence solicited.

Established 1865.

L. EVERINGHAM & Co.,

COMMISSION - MERCHANTS.

Specialties:—Grain and Seeds of all kinds by sample upon their merits.

Consignments solicited; correspondence invited.

SUITE 80 BOARD OF TRADE, CHICAGO, ILL.

JAMES P. SMITH & CO.

Grain Merchants,

417-418 Rialto Building, CHICAGO.

CONSIGNMENTS SOLICITED.

Henry Hemme, garn. Philip H. Schifflin.

H. HEMMELGARN & CO.

COMMISSION MERCHANTS.

Grain, Seeds and Provisions.

Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.

Consignments solicited. Correspondence invited.

M. E. COOKE,

85-86 Board of Trade Bldg., CHICAGO. Commission Merchant

Consign your Grain and Seed and send your orders.

Track Bids sent on application.

Send for Cipher Code.

MILMINE, BODMAN & CO.

Receivers and Shippers of

GRAIN AND SEEDS

CHICAGO: NEW YORK:

70 & 71 Board of Trade. 401 Produce Exchange.

ESTABLISHED 1860.

ALEX RODGERS,

Seed Merchant

LONG DISTANCE TELEPHONE HARRISON 1304.

32 Traders Bldg.,

CHICAGO, ILL.

Warehouses 220 to 230 Johnson St.

J. H. WARE.

E. F. LELAND.

Consign your GRAIN and SEEDS and send your orders to

Ware & Leland,

234 La Salle Street,
CHICAGO.

Write for our Daily Market Letter.

Nine representatives constantly on the floor of the Chicago Board of Trade. Our motto: A man everywhere, thus insuring prompt execution of all orders, and close attention to all business entrusted to us.

EDWARD G. HEEMAN

IN CHARGE OF RECEIVING DEPARTMENT.

C. H. MATTHIESSEN, President.

S. T. BUTLER, Vice President.
CHAS. L. GLASS, Treas and Secy.

The Glucose Sugar Refining Company,

General Offices, The Rookery, CHICAGO, ILL.

FACTORIES:

CHICAGO }
PEORIA } ILL.
ROCKFORD }

MARSHALLTOWN } IA.
DAVENPORT }

The world's largest consumers of Corn. Daily consumption, **100,000 bushels.** We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you want to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

KANSAS CITY.

International....

Grain Co. RECEIVERS AND SHIPPERS,

516 Board of Trade, Kansas City, Mo.

BUFFALO.

H. D. WATERS.

B. J. BURNS.

HENRY D. WATERS,

RECEIVER AND SHIPPER

WHEAT, CORN, OATS

54 Board of Trade, Buffalo, N. Y.

MINNEAPOLIS.

GRAIN...

Make advances on bills lading.

The Van Dusen-Harrington Co.

COMMISSION,

MINNEAPOLIS and DULUTH.

Sell by sample and make prompt returns.

NORFOLK.

THE STANDARD HAY CO.

Brokerage and Commission

Grain, Flour, Feed, Hay and Produce,

Room 323 Citizens' Bank Bldg., Norfolk, Va.

CORRESPONDENCE SOLICITED.
SAWYER GRAIN CO.
COMMISSION MERCHANTS
MINNEAPOLIS & DULUTH.
PROMPT SERVICES.

ROOT & SMITH, GRAIN COMMISSION MERCHANTS,

123 Board of Trade Building,
KANSAS CITY, MO.

REGULAR GRAIN RECEIVERS OF TOLEDO.

E. L. Southworth.
G. B. McCabe.
W. H. Bergin.

SOUTHWORTH & CO.
TOLEDO, OHIO.

Grain and Seeds.

Track bids offered to all regular dealers. We exclude "Scoop Shovelers."

Consignments Solicited.

J. F. ZAHM. F. W. JAEGER FRED MAYER.
Established 1879.

J. F. ZAHM & CO.,
GRAIN and SEEDS. TOLEDO, O.

We make a
Specialty of
Handling Consignments.

Transient buyers and farmers need not write us.

BE FRIENDLY. WRITE OCCASIONALLY.
Established 1846.

C. A. KING & CO.
TOLEDO, OHIO.

Grain and Clover Seed, spot and futures.
Special Market and Crop Reports Free.

ST. LOUIS.

E. F. CATLIN & CO.
COMMISSION.

Grain, Hay and Seeds

309 Chamber of Commerce.

Reference: St. Louis
National Bank.

ST. LOUIS.

Remember the name....

**GRAIN DEALERS
JOURNAL**

Advertise
...in it

Subscribe for it.

Established 1877.

F. W. Rundell. J. E. Rundell.

W. A. RUNDELL & CO.
Grain and Seed Merchants.

We buy, delivered Toledo or f. o. b. your own track. We give personal attention to consignments and trades in "futures."

Correspondence solicited.

Room 33, Produce Exchange, Toledo, Ohio.

DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

BALTIMORE.

C. P. Blackburn & Co., 415 Water St.,
Receivers and Buyers.

BUFFALO.

Henry D. Waters, Wheat, Corn and
Oats.

Husted Milling & Elevator Co., Corn
and Oats.

CHICAGO.

Calumet Grain & Elevator Co., com-
mission merchants.

M. E. Cooke. Grain and seed.

Milmine, Bodman & Co., Receivers
and shippers.

L. Everingham & Co., grain and seeds.

H. Hemmelgarn & Co., Commission
merchants.

Montague & Co., grain, flour, mill-
stuffs.

Rheinstrom & Co., Grain and Seed
Receivers.

Alex. Rodgers. Seed Receiver and
Shipper.

Rosenbaum Bros., receivers and ship-
pers.

James P. Smith & Co., grain mer-
chants.

CHICAGO, CONTINUED.

The Glucose Sugar Refining Co. Buy-
ers of corn.

Ware & Leland, grain and seeds.

GALVESTON, TEX.

Chas. F. Orthwein & Sons, Grain Ex-
porters and Receivers.

GREENVILLE, OHIO.

E. A. Grubbs Grain Co., Buyers of
Grain.

KANSAS CITY.

B. C. Christopher & Co., Consign-
ments and Mill Orders.

International Grain Co., Receivers
and Shippers.

R. T. Morrison Grain Co., milling
wheat.

Root & Smith, Grain Commission
merchants.

MILWAUKEE.

L. Bartlett & Son, grain commission
Merchants.

MINNEAPOLIS.

Sawyer Grain Co., Commission Mer-
chants.

The Van Duzen-Harrington Co.,
Grain.

NASHVILLE, TENN.

Logan & Co., Grain and Hay.

NORFOLK, VA.

The Standard Hay Co., Grain and
Hay.

PEORIA, ILL.

P. B. & C. C. Miles, Grain Commis-
sion.

PHILADELPHIA.

L. F. Miller & Sons, Grain, Feed,
Seeds, hay.

PITTSBURG.

Daniel McCaffrey's Sons, Grain, Hay,
Mill Feed.

PORTLAND, ME.

Edward P. Merrill, Grain Broker.

ST. LOUIS.

R. M. Adams, grain broker.

E. F. Catlin & Co., Grain, Hay and
Seeds.

TOLEDO.

C. A. King & Co., grain and clover
seed.

Southworth & Co., grain and seeds.

J. F. Zahm & Co., grain and seeds.

DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

ILLINOIS.

Decatur: Pratt & Co.

Maroa: Crocker Elevator Co. Elevators
on I. C. R. R.

Monticello: Knight & Son, Elevators on
I. C. and Wabash.

Taylorville: Pratt-Baxter Grain Co. Sta-
tions on Wabash.

Springfield: E. R. Ulrich & Sons. Elevat-
ors on Wabash, C. & A., C. P. & St. L.
and St. L. C. St. P. & Pawnee Rys.

INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W.
C. & L.

IOWA.

Des Moines: McFarlin Grain Co. Elevat-
ors on C. M. & St. P. R. R.

Des Moines: B. A. Lockwood Grain Co. C.
& G. W. Ry.

KANSAS.

Atchison: The Greenleaf-Baker Grain Co.

Ellsworth: H. Work & Co. U. P. R. R.

Willis: N. B. Heatt. M. P. R. R.

NEBRASKA.

Lincoln: W. C. Moore. B. & M. R. R.

OHIO.

Lima: Clutter & Long. Stations on the
Erie R. R.

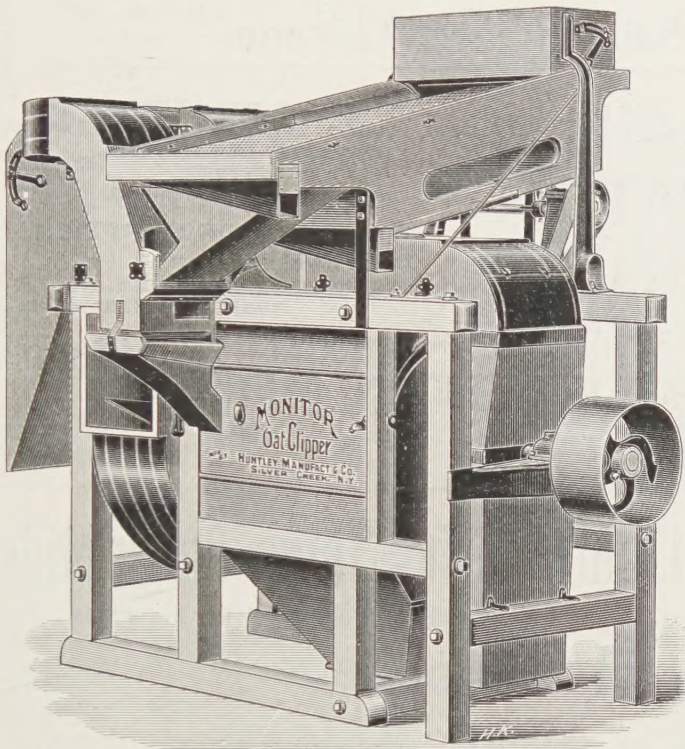
TEXAS.

Sherman: Pittman & Harrison.

MICHIGAN.

Battle Creek: G. L. McLane & Co. C. &
G. T. R. R.

...THE... Monitor Machines Are All High-Grade.



IT MAY COST YOU A
LITTLE MORE TO
BUY A

Monitor Oat Clipper

But you will have the satisfaction of knowing that you have the BEST, and when quality of work and durability is considered, by all odds the cheapest.

Monitor Oat Clippers and Monitor Cleaners...

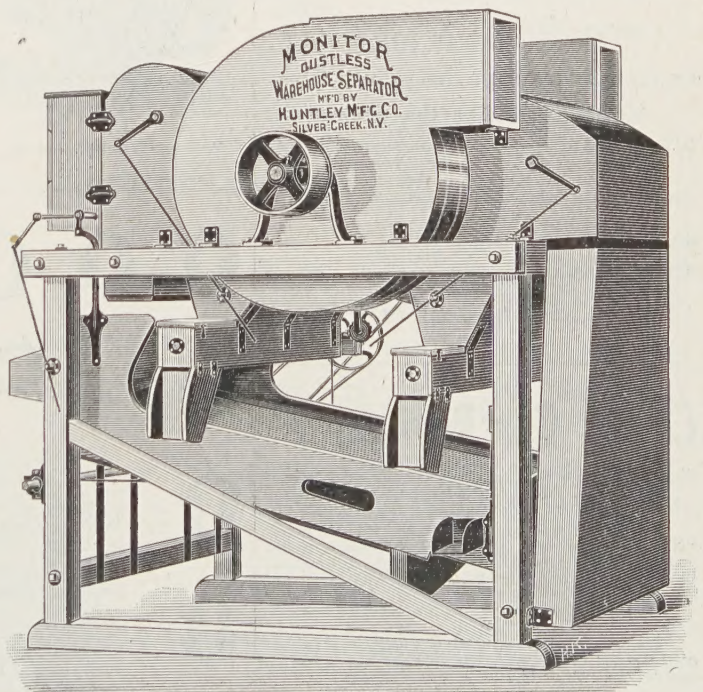
can be found in successful operation in nearly all of the leading cleaning elevators in this country.

WE MANUFACTURE....

...Monitor...

OAT CLIPPERS,
WHEAT CLEANERS,
ASPIRATORS,
BARLEY CLEANERS,
FLAX CLEANERS,
CORN CLEANERS,
SMUTTERS
AND SPECIAL GRAIN
CLEANERS AND SCOURERS.

The difference between the Monitors and other good machines for the purpose, is the difference between GOOD and BEST.



HUNTLEY MANUFACTURING COMPANY, SILVER CREEK, N. Y.

The Hess Grain Drier

**DRIES A CARLOAD OF DAMP GRAIN
IN 30 MINUTES.**

Adopted in Chicago by....

Armour & Co.
Albert Dickinson Seed Co.
Chicago Dock Co.
Weare Commission Co.
Chicago Railway Terminal
Elevator Co.
Richardson Co.
Consolidated Elevator Co., Duluth.
E. S. Woodworth & Co., Minneapolis.
Cleveland Grain Co., Cleveland, O.

Hess Warming & Ventilating Co.

154 La Salle Street, Chicago.

ELEVATORS...

WILL BURN.
HAVE YOURS

APPRAISED

THEN YOU
CAN REBUILD

Appraising and
Designing
Elevators

SEE

is our business.

**A. E. Baxter Engineering and
Appraisal Co. BUFFALO, N. Y.**

GRAIN ELEVATOR MACHINERY.

**CLEANING MACHINERY,
CORN SHELLERS AND CLEANERS,
TRIPPERS, CAR PULLERS,
BELT CONVEYORS,
POWER GRAIN SHOVELS,**

ELEVATOR SUPPLIES.

**BELTING, BUCKETS,
HEADS AND BOOTS,
CONVEYOR, SCALES, Etc.**

SEND FOR CATALOGUE NO. 40.

GREAT WESTERN MFG. CO.

GENERAL OFFICE AND FACTORY,
LEAVENWORTH, KANS.

WAREHOUSE AND SALESROOM,
KANSAS CITY, MO.

THE WYOMING

Fire
Proof

European Plan.

266 to 274
So. Clark Street, **CHICAGO.**

RATES { \$1.00 per day and upward.
Few rooms 75c per day.

Electric Light and Steam Heat in Every Room

WYOMING HOTEL CO., Props.

D. D. Clemence,
Manager.

Frank Sayre Osborne,
President.

When Writing Advertisers
Kindly Mention the

...Grain Dealers Journal

Clarks Car Register

Indispensable to grain receivers and large shippers. Affords ready reference to the entry or record of any car number.

All numbers are separated into 100 divisions, indexed by first and second right-hand figures, so one can quickly find the record of any car entered. In looking for 9846, turn to the marginal index for the unit, 6, on that page find column 4, and follow blue line in column to figure 8, which will be the number wanted.

The book comprises double pages of heavy paper ruled in columns for initials, car number and record. Well bound, 11x14½ inches.

Price \$1.50

Sold by **GRAIN DEALERS COMPANY,**
10 Pacific Ave., CHICAGO, ILL.

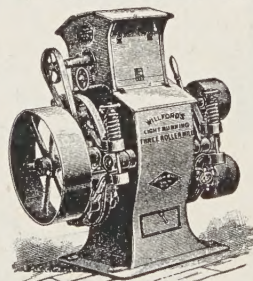
Willford's Light-Running Three-Roller Mills

ARE THE BEST FEED GRINDERS FOR ELEVATORS

BECAUSE....

They have the greatest capacity for power consumed.
They have solid cast frames.
They have simple but perfect adjustments.
They have noiseless belt drivers.
They have given satisfaction to thousands of users all over the United States.

Send for Circulars and Prices.



Willford's Three-Roller Mill.

WILLFORD MANUFACTURING CO.
223 South 3rd St., MINNEAPOLIS, MINN.

0 0 0 0 0 0 0 0 0

0 CIPHERS

By using a good Telegraph Cipher Code, Grain Dealers can prevent errors, reduce the cost of sending messages and prevent their contracts becoming known to agents.

ROBINSON'S TELEGRAPHIC CIPHER CODE,
Bound in Leather, \$2.00; Cloth, \$1.50.

**JENNINGS' NEW ENGLAND TELEGRAPH CIPHER and
DIRECTORY,** Bound in Morocco, \$3.00.

A-B-C INTERNATIONAL CODE, \$7.00.

STEWART'S TELEGRAPHIC CODE,

By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than 10 letters. 25 cents.

For any of the above, address

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

ELEVATOR BUILDERS.

E. LEE HEIDENREICH

Mem. Am. Inst. Min. Engrs.
Mem. W. Soc. Engrs.

Contracting Engineer.

SPECIALTY....

Construction of GRAIN ELEVATORS

In Wood, Steel or Cement.

ESTIMATES FURNISHED 541 Rookery,
FIRE LOSSES ADJUSTED CHICAGO.

WESTERN ENGINEERING AND CONSTRUCTION CO.

Designers and Builders of

GRAIN ELEVATORS,

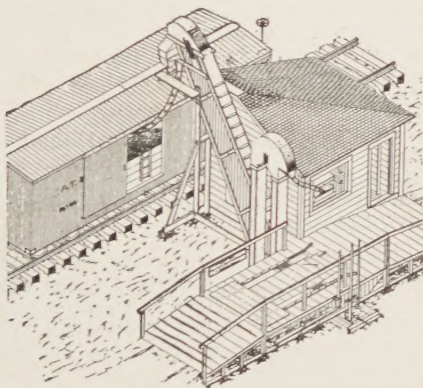
Contracts taken for all kinds of heavy work.
Estimates furnished if desired.

525-527 Unity Bldg., 79-81 Dearborn St., CHICAGO.

MACDONALD ENGINEERING CO.

Designers and Builders of
Grain Elevators,

Monadnock Building. CHICAGO, ILL.



OUR PORTABLE DUMP, CLEANER AND
ELEVATOR.

The Newest Thing Out.

Compact, Strong, Efficient.
Capacity 600 bushels per hour.

Western Elevator Construction Co.,
CONWAY, KANSAS.

SCHISLER-CORNELL SEED CO.

ST. LOUIS, MO.

Buyers and Sellers of
CLOVER, TIMOTHY, MILLET,
CANE and all other Seeds.

Write for Samples and Prices.

Feed Mills *Best on Earth*

OAT
CLIPPERS
ENGINES-BOILERS
PUMPS-SCALES

CHAS.
KAESTNER
& CO.
CHICAGO
CATALOGUE 9

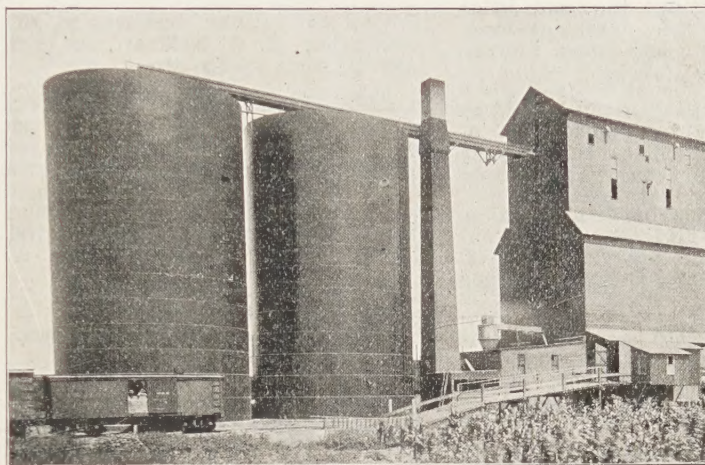
Wm. Graver Tank Works

MANUFACTURERS AND BUILDERS OF

STEEL STORAGE TANKS

...AND...

→ Steel Elevators ←



We
Build

Storage

For
Any
Commodity
Of
Any
Capacity



GENERAL OFFICES,

790 Old Colony Building, CHICAGO.

THE BARNETT & RECORD CO.

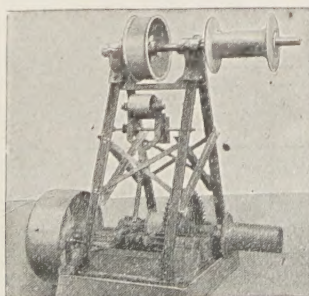
MINNEAPOLIS, MINN.

....Contractors and Builders of....

Chicago Office....
541
ROOKERY.

Grain Elevators

GRAIN ELEVATOR MACHINERY.



SAFETY CAR PULLER.

Grain Trippers, Car Pullers, Spouting,
Belt Conveyors, Wagon Dumps, Shafting,
Pulleys, Gearing, Friction Clutches,
Rope Sheaves, Link Belting,
Sprocket Wheels, etc.

Send for Catalogue No. 25.

LINK-BELT MACHINERY CO.,

Engineers, Founders, Machinists,

CHICAGO, U. S. A.

GRAIN DEALERS' EXCHANGE.

FOR SALE.

EAT WHITE'S WHEAT FLAKES. Made by T. G. White, Marion, Ia.

OAT CLIPPER for sale. One No. 2 Eureka, good as new. Price, \$50, f. o. b. cars here. D. N. Dunlap, Fontanelle, Ia.

SECOND-HAND GAS AND GASOLINE engines from 4 to 25-h. p. Price Machinery Co., 54 to 60 S. Canal St., Chicago, Ill.

GASOLINE ENGINES FOR SALE, 35 h. p.; 12 h. p.; 8 h. p.; at a bargain. McDonald, 72 W. Washington St., Chicago, Ill.

FOR SALE Twenty thousand bales cross head bale ties, Washburn-Moen Mfg. Co.'s make. For prices address, Geo. Forrest, Flint, Mich.

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

ENGINES, second-hand, one 3-h. p. Lewis, gasoline, \$125; one 6-h. p. upright, steam, \$35. Wisconsin, Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR; 15,000 bu; new machinery; 35 h. p. steam plant. On Big Four, in heart of Indiana corn belt. E. F., Box 5, care Grain Dealers Journal, 10 Pacific av., Chicago.

GREAT OPPORTUNITY.—Only grain warehouse in Wisconsin town; no competition. Full particulars by addressing B. V. Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

IOWA ELEVATORS for sale. A line of twenty country elevators and a good cleaning house will be sold cheap. Must sell all or none. F. J., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE. One 20-inch horizontal French buhr mill; made by Sprout, Waldron & Co. In good condition, slightly used. The nicest corn and feed grinder you ever saw. Crisman Bros., Berwick, Pa.

FOR SALE.

DRIER, been used only for tests; dries brewers' grain and corn perfectly and economically. Cost \$1,000, sell for \$350 f. o. b. Buffalo. Barton, Box 4, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ROBINSON'S CIPHER CODES. I have two dozen copies of Robinson's Cipher Code, latest edition, bound in cloth, will sell, express prepaid for \$30. Greenville, Box 4, care Grain Dealers Journal, 10 Pacific ave., Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

ELEVATOR, 8,000 bushels, with wagon and hopper scales, 16-h. p. gasoline engine, wheat cleaner, corn cleaner, sheller and dumps. Also grind feed. Good territory. Local monopoly in grain, coal and farm machinery. Western Ohio. E. L. Box 2, care Grain Dealers Journal, Chicago, Ill.

MACHINERY.—Second hand.
—24-inch Automatic Tripper.
2—Hill Friction Clutch Couplings.
12—Belt Tighteners.
2—Cast Iron Elevator Boots.
Large quantity pulleys, shafting, belting, iron-work, etc.
H. W. Allen, Box 695, Silver Creek, N. Y.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

WANTED.

ELEVATOR WANTED at good shipping point. F. O. Kehrberg, Sheldon, Ia.

ELEVATOR.—I want to buy or lease an elevator in Ind. or Ill. Give particulars. F. W. Moberley, Windsor, Ill.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

WANTED.—Secondhand gasoline engine; about 10 horse power. J. & Co., box 4, care of Grain Dealers Journal, 10 Pacific av., Chicago.

ELEVATOR WANTED, with a good business at a good grain point in Iowa, Ill., or Neb. Give full particulars. E. D. Vorhes, Cushing, Iowa.

POSITION as superintendent, foreman or buyer by experienced grain man. All references. E. H. M., care Grain Dealers Journal, 10 Pacific avenue, Chicago.

TO BUY OR RENT grain elevator, or location to build, in northern Ia., western Minn., or S. D. W., Box 4, Care Grain Dealers Journal, 10 Pacific Av., Chicago.

POSITION WANTED as superintendent of terminal elevator. Now and for over five years foreman. Foreman, Box 5, care Grain Dealers Journal, 10 Pacific Av., Chicago.

COUNTRY ELEVATOR in Illinois or Iowa. Give full particulars, price and terms in first letter. A. T. J., Box 2, care Grain Dealers Journal, 10 Pacific av., Chicago.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

SALESMAN WANTED. Traveling man visiting grain dealers, elevators, mills, etc., desiring a salable line of well established staple goods (not requiring the carrying of samples)—commission 20 per cent and 20 per cent—Address "Manufacturer," P. O. Box 153, Covington, Ky.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

TO LET.—Space in this department, to elevator owners who wish to let an elevator or grain warehouse.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

GRAIN DEALERS COMPANY, 10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please send the **GRAIN DEALERS' JOURNAL** for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., MARCH 10, 1899.

The best time to examine and report the condition of a grain car is before the grain is placed in it.

March is here and the crop liars have worked so hard lately as almost to have exhausted their supply of weird stories.

Worn out cars presented to country shippers to be loaded should be refused and reported to the general traffic manager immediately. It is folly to load good grain into bad cars.

All grain dealers' associations could materially increase their influence and advance the common interests of members by forming an affiliated body or union of all grain trade organizations.

The Minnesota legislators are still investigating the warehouse commission and the grain inspection department in the hope of finding something worth objecting to. As yet their efforts seem to have been without result.

Several secretaries of grain dealers' associations have given their opinion in this number as to what constitutes a regular dealer. It would seem in the interest of the trade that some uniform practice be adopted.

We present in this number the opinions of a few more dealers on the advancing of money to farmers. The different letters published clearly show that the practice is against the interest of the regular grain dealer and is surely becoming obsolete.

The committee of the lake carriers' association has reported a number of recommendations regarding grain bills of lading for lake shipments, but nothing has been adopted by the association and no action will be taken until the meeting of April 1st.

The Grain Dealers' National Association is conducting a very effective campaign against shortages and yet its work could be facilitated and extended if shippers would report all details of shortages in shipments to the chairman, N. S. Beale, Tama, Ia.

The grain trade would profit much if more country elevator men would emulate the example of the Hunting Elevator Co., of Northern Iowa, which has issued circulars in the interests of improved wheat, and will make an effort to introduce new seed wheat.

At last Baltimore is reported to be in condition to receive grain. The blockade lasted long enough. It would seem to warrant someone in building one or two up to date elevators at that point. Philadelphia also seems in need of more storage and handling facilities.

The Grain Dealers' Association of Southeastern Iowa will meet at Burlington, March 20th, and the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will meet at Council Bluffs, March 22nd. Every regular dealer should attend and join the association.

An Ohio schemer who has the timidity to nominate himself for president of the United States in 1900 has assumed the gigantic responsibility of guaranteeing farmers prosperity, one dollar wheat and ten-cent cotton. The scheme seems to be winning for DeVaney is receiving wheat.

New York's charges levied upon grain passing through that port it seems must suffer another reduction, else, more of the grain will be diverted to other routes. The Montreal route will make a stronger bid than ever this year and, naturally, the Erie Canal boatmen are working to bring about a reduction of charges in New York harbor.

The practices of the irregular grain shipper have brought him into disrepute at central markets as well as with the farmers and his competitors. The regular dealer who pays taxes and has money invested in permanent grain handling facilities has the respect and confidence of all who do business with him. He is entitled to it and merits their business.

Our news columns in this number show a remarkable activity in the building of new and the improving of old elevators for this season of the year, in fact, it is doubtful if any preceding year has given promise of greater improvement in the grain handling facilities of the country. Large and small elevators are being built and planned at many different points.

The Southern Grain Association has been formed by a number of shipping firms who supply customers in the southern states, apparently for the purpose of preventing members being imposed upon by buyers whose own interests prejudice them in the matter of weights and grades. The association already has the earnest support of a num-

ber of dealers and its success seems assured.

It would seem that some of the northwestern roads are not satisfied with the shortages forced upon country grain shippers, as they have recently, in the interest of economy, adopted a wonderful hygienic invention—a combination stock and grain car of 60,000 pounds capacity. We doubt that the demand for these cars from grain shippers will force the railroads to discard all good cars.

Several hard-hearted judges of Minneapolis have refused to let off men and boys caught stealing grain in railroad yards. Recently one was fined \$75, another \$50 and another given 60 days in jail. If all judges and justices would inflict the full penalty of the law this great abuse, which seems to be growing, would be stopped. As long as the thieves can make enough to pay fines and living expenses they will continue to break into grain cars.

Holders of wheat in Manitoba are decidedly uneasy regarding its keeping qualities and many are trying to dispose of all the damp wheat on hand. The drying machines which were put in at Port Arthur last fall have been kept busy and many thousand bushels are now awaiting treatment. It would seem that the existing condition would prompt the building of many more driers. The elevator companies of Manitoba have given notice that they will not be responsible for the condition of grain after today.

The operator of a modern clipping-house who had complained that his clipper was not giving the capacity guaranteed by the makers was recently called to the feed box of his machine and there shown a lot of coke which had clogged up the machine. Evidently some careless shipper had loaded oats into the car containing some coke and this clogged up the machine so as to reduce its capacity more than one-half. The machine was fed only over the middle of the screen and, of course, none of the air currents could do effective work.

A Kansas miller, by a very curious course of reasoning, attempts to maintain that a law should be adopted prohibiting any carrier making a rate on wheat to any point lower than the rate on flour. He shows that the laborer and manufacturer of grain products would profit by grain being exported in the form of manufactured products, but evidently he entirely overlooks the fact that the cost of loading and unloading bulk grain, as well as transporting it, is much less than flour, hence, the railroads have good cause for desiring to make a lower rate on grain.

In this number will be found the opinions of several receivers regarding the liability of bank for money collected of terminal receivers on forged bills of lading. The rank carelessness of many country station agents in leaving signed blank bills of lading in places where Tom, Dick and Harry can get hold of them merits severe criticism. It is within the power of the railroad companies to stop such practices and in the interests of their patrons that it should be done. It is the general practice to make parties first imposed upon by forgery to bear the burden of any loss which may occur as the result of that forgery. It is so with bank checks and it seems reasonable that it should be so with bills of lading. If any one can give us any additional information regarding this subject they will confer a great favor upon a receiver who is prosecuting such a case.

It is decidedly interesting to note that railroads entering Chicago are making a more determined effort than ever to protect the grain of shippers while in terminal yards. Sweeping cars after being switched out of elevator has recently been stopped by three railroads and others will soon stop it. Not only are the roads stopping the sweeping privilege, but they are making a more earnest effort than ever to keep outsiders away from grain laden cars. Recently some country shippers have adopted a formal notice of shipment, giving grade, weight and other information which materially assist their city representatives in properly caring for same. Others have gone even farther and are sending notices of weight to the weighman at market to which same is shipped. This insures a prompt report on the condition of cars in bad order and thereby places the shipper in possession of information which will assist him in collecting the amount of his loss from the railroad company.

A bill, No. 426, entitled, "An act to prohibit combinations in restraint of trade, declaring such combinations unlawful and prescribing penalties for violations of this act," has been introduced in the Kansas Legislature by Senator Reser. The title reads all right, but the senator attempts to confine the regulations of the bill to shippers of seeds, grain, hay and live stock. Special legislation of this nature is not likely to be considered constitutional by the state courts. Persons engaged in the specified lines of business should not be discriminated against by state laws. If any one is permitted to form combinations in restraint of trade all should be. Should any one undertake to monopolize either of the specified lines of business he would find it a gigantic undertaking. It is evident that the senator has a spe-

cial spite he wishes to vent, or else his information is very limited, as the bill in its present form, even though enacted in the law, would not be effective. The bill has been reported back by a committee on corporations with the recommendation that it be passed.

The discrimination of western rail carriers against grain and in favor of live stock is decidedly puzzling. The carriers not only transport live stock for about one-third the rate per car charged for grain, but gladly issue transportation for shipper to and from the central market and pay for injured and dead animals. On the other hand, if a car laden with grain is broken or entered by grain thieves, the railroad company will produce signed statements of all the conductors along the line to prove that the car was in good condition while in their care. The practice seems to have gone far beyond the bounds of reason. Competition for carrying live stock has led them to it. Cattle, of course, can be driven across the county to another road. Another practice which has grown up through their intense desire to encourage shipping of live stock over their lines is the feeding of stock in transit, wherein they permit the live stock feeder to ship in whatever he likes and to ship it out whenever he likes on the through rate. If so many grain shippers were not also engaged in shipping live stock a vigorous fight for an equalization of the rates on grain and live stock would result from this treatment.

The Kansas City Board of Trade, by a vote of 98 to 28, has adopted a rule prohibiting any member becoming a member of any grain dealers' association, boards of trade alone excepted. It is difficult to perceive what has prompted such narrow minded action. It is clearly in the interest of the Board to support and encourage all grain trade organizations, for the reason that every association is working to bring about reforms in which all members of the trade must profit to some degree. If the associations had taken some action against the Board it might be justified in taking some action of this nature, but other associations have admitted Kansas City Receivers on equal terms with other members. Laying aside the spirit that has prompted this summary action, it is not possible to stretch the imagination so as to make it seem possible for the Board to thus regulate the personal affairs of its members. It has jurisdiction alone over the actions of its members in their dealings on 'Change! The Board might as well attempt to dictate to its members what political party they should join or whether or not they should join any. It might adopt a cer-

tain church as the members' church and insist upon its members attending there or nowhere. It would surely be as reasonable for it to proscribe labor organizations, social clubs and mutual insurance associations. The matter is one which is clearly outside the jurisdiction of the Board and it seems folly for it to make any attempt whatever to meddle in the matter. If it was the desire of the majority to give an underhanded slap to the six or seven associations having Kansas City members, then it has, no doubt, succeeded. Members, by tolerating such an infraction of personal rights, will encourage other actions of this nature, as well as admit the right of the Board to say with whom they shall associate and how.

Boatmen have petitioned for the opening of the Erie Canal on April 1.

Buffalo harbor elevators, it is said, have not yet come to an agreement.

An order for 950 box cars was placed recently by the Lake Erie & Western Railway.

The transportation of grain over an electric railway will be undertaken by an Ohio syndicate.

The Lehigh Valley Railroad, which has no elevator in New York, has 400 boats there loaded with grain.

The Pacific Mail Steamship Co. has contracted for two steamers to cost \$3,500,000 and be of 12,000 tons each.

In trunk line territory rates are in fine shape—the best I have ever seen, says J. T. Marchand, attorney of the Interstate Commerce Commission.

Eastbound shipments from Chicago for the week ending March 4 were 112,950 tons, against 102,611 tons for the preceding week. Grain shipments were 66,208 tons, against 62,198 tons.

The congested condition of through freight at Manitowoc, Wis., which has existed for several weeks, has been practically relieved. In one week the Wisconsin Central reduced the number of its loaded cars at Manitowoc from 1,000 to 200. The traffic across the lake at this point continues heavy. Four boats have been chartered to load grain at Manitowoc.

The senate has passed the Nicaragua canal bill. The United States government will subscribe for 925,000 of the 1,000,000 shares of stock authorized to be issued by the Maritime Canal Co., and the president will appoint a board of directors. The company is authorized to contract for the completion of the canal in six years at a cost not to exceed \$20,000 per annum.

Cincinnati grain receivers are now in a position to compete for western business, the Southeastern Mississippi Freight Association having reduced the rate from East St. Louis from seven to four cents. The reduction ranges all the way from three cents from Trans-Mississippi points to 1 cent from Indian Territory. "The concession made by the Big Four gives the committee all it asked," said B. W. Campbell, chairman of the Chamber of Commerce transportation committee. "It puts Cincinnati on an equal basis with all the other Ohio river crossings, and with Memphis."

BOOKS RECEIVED.

VESSELS OWNED ON THE PACIFIC COAST AND HAWAIIAN ISLANDS is the name of a booklet published by the Commercial Publishing Co. of San Francisco. This booklet gives a complete list of vessels documented at San Francisco, Puget Sound ports, Astoria, Portland, Eureka, San Pedro and San Diego custom houses, and Honolulu, with the number of decks, how rigged, name, official number, signal letters used, the tonnage both gross and net, when and where built, the dimensions, managing owner, home port and if steam the number of horse power required. This list is corrected to January 1st, 1899, and can be had by addressing the publishers, price 25 cents.

THE MONTHLY BULLETIN is a monthly publication issued by the Chicago House Wrecking Co., for the purpose of showing to their customers and others the different articles which they have accumulated during the past month. This bulletin is sent regularly without charge to all who make application for it.

ORGANIZE THE SOUTHERN GRAIN ASSOCIATION.

The principal grain shippers of the large cities of the middle states who handle the southern trade, met March 4, at Louisville, Ky., and formed an association to be known as the The Southern Grain Association. The following extracts from the by-laws of the association will show the object of this association:

On and after March 6th, 1899, all sales of grain by members of this association to the states of Missouri, Arkansas, Texas, Louisiana, Tennessee, Alabama, Georgia, Florida, South Carolina, North Carolina, West Virginia, Virginia and District of Columbia, shall be subject to the following terms and conditions: All sales to be made subject to weights and inspection of the markets from which sale or shipment is made; official certificates of weights and inspection to be final between buyer and seller; the buyer to be required to pay drafts with bills of lading and official certificates of weight and inspection attached upon date of first presentation. The provision regarding official certificates of inspection to be waived on sales of sample oats, and sample wheat grading below No. 3. Brokers are required to furnish the sellers with contract embodying these conditions, signed by the buyer.

The officers of the association are John F. Kuhn, of Bartlett, Kuhn & Co., Evansville, Ind., president; Alfred Brandeis, of A. Brandeis & Son, Louisville, Ky., secretary and treasurer. Each city is represented in the directory by a vice president.

The firms represented at the meeting were as follows: Bartlett, Kuhn & Co., Evansville; McReynolds & Co., Carrington, Hannah & Co., Chicago; Denton Bros., Leavenworth; Greenleaf-Baker Grain Co., Atchison; Gratiot Street Warehouse Company, Bartlett Grain Company, W. B. Ferguson Grain Company, Connor Brothers & Co., J. E. Hall Commission Company, W. B. Harris & Co., P. P. Williams Grain Company, Grimm & Co., St. Louis; Young Elevator Company, Henderson; Waller & Co., S. Zorn & Co., A. Brandeis &

Co., Strater Bros., Verhoeff & Co., Bullitt Bros., and Callahan & Son, Louisville, Ky.

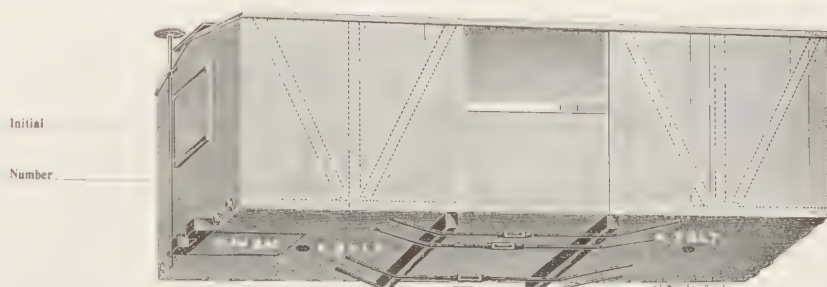
REDUCING SHORTAGES AT CHICAGO.

The persistent agitation against shortages in grain shipments has resulted not only in the improving of weighing facilities at terminal points, but also in the improvement of weighing facilities at country elevators. Perfection, however, is still far in the future. Kansas City has not been alone in earnest efforts to reduce shortages and to remove many causes which heretofore were to blame for many of the shortages.

Chicago's new weighmaster, H. A. Foss, has since his installation in office, introduced many reforms which have greatly improved the service of his de-

sired. A duplicate copy is attached to the Weighmaster's certificate of weight. Hence, the consignee will have a report of the condition of the car in advance of any complaints of shortages which may be made. On the back of each blank form designed for the report of the condition of a car are printed instructions for the weighman to note condition and mail to office with daily report.

The weighing department has two men whose special duties are to see that the deputy weighmen tend strictly to their duties at the elevators. These men, on their travels about the city, also inspect the conditions of cars both before and after unloading and vigilantly watch to see that each car is cleaned of grain. This new effort to trace causes of shortages, which has been in effect since March 4th, will, no



Leaking at Bottom of Grain Door - - - - -	<input type="checkbox"/>	Leaking at King Bolt - - - - -	<input type="checkbox"/>
" " End " " - - - - -	<input type="checkbox"/>	" " Draw Bar - - - - -	<input type="checkbox"/>
" Over Grain Door - - - - -	<input type="checkbox"/>	" " Side of Car - - - - -	<input type="checkbox"/>
" Through Grain Door - - - - -	<input type="checkbox"/>	" " End of Car - - - - -	<input type="checkbox"/>
" at End Window - - - - -	<input type="checkbox"/>	Grain Door Bulged—Leaking - - - - -	<input type="checkbox"/>

partment. Mr. Foss has also been instrumental in bringing about reforms which have removed many causes of shortages. He has not only shown an earnest eagerness to make his department give the best service, but he has also exercised a vigilant watch over others engaged in the handling of grain at Chicago, lest their carelessness might cause shortages, the blame for which would rest on his department. He has ever shown a hearty willingness to assist the committee on shortages appointed by the Grain Dealers' National Association. Hence, it is natural that shortages have been rapidly decreasing during recent months.

One of the latest reforms, or, rather, one of the latest steps taken by the Board of Trade Weighmaster to trace the cause of shortages, and thereby enable their prevention or reduction, is the issuing of blanks to men in his employ for facilitating their reporting grain cars arriving in bad condition. The new form, which is issued to every outside man connected with the department, is designed to call the attention of shippers to the necessity of cooperating cars more carefully, and thereby preventing many shortages which are now known to be due to careless cooperating.

Whenever a car is found to be leaking on its arrival at elevator its initial and number are marked on a blank form and crosses made upon the car shown in the form which is given herewith. Marks are also made beside the notations underneath, which completes the record of the condition of the car upon its arrival. The original record is kept on file in the office of the Weighmaster and copies issued whenever de-

doubt, influence similar reforms at other grain centers.

More than 3,400 cars loaded with grain, flour and millfeed are on track at Manitowoc, Wis., waiting for cross-lake transfer.

The Board of Directors of the Grain Dealers' National Association met in Chicago recently and outlined work designed to bring about the affiliation of all the grain dealers associations in one grand union and the establishment of check weight bureaus in every important terminal market.

John Hyde, Statistician of the Department of Agriculture at Washington, D. C., has issued the following crop report under the date of March 10: "The consolidated returns of the various crop-reporting agencies of the Department of Agriculture show the amount of wheat remaining in farmers' hands on March 1 to have been the equivalent of 29.2 per cent of last year's crop, or about 198,000,000 bushels. The corn in farmers' hands, as estimated, aggregates 800,500,000 bushels, or 41.6 per cent of last year's crop, against 782,800,000 bushels, or 41.1 per cent on hand on March 1, 1898, and 1,164,000,000 bushels, or 51 per cent on March 1, 1897. The proportion of the total crop shipped out of the country where grown is estimated at 20.6 per cent, or about 396,000,000 bushels. The proportion of the total crop merchantable is estimated at 82.2 per cent. Of oats there are reported to be about 283,000,000 bushels, or 38.7 per cent, still in farmers' hands, as compared with 272,000,000 bushels, or 38.9 per cent on March 1, 1897."

SUITS AND DECISIONS

In the suit of the state against the Peavey Grain Line Co., at Minneapolis, Minn., to recover taxes on cars for the years 1893 to 1896, amounting to \$10,000, Judge McGee has decided that the assessment had been illegally made and would not stand. The company had previously offered to settle for \$800.

A vessel is not liable for a shortage in the number of bags of sugar set out in the bill of lading signed by the master, although such bill and the sugar represented by it have passed to a bona fide purchaser, where no fraud is charged, and it is conceded that all the sugar actually received on board, or which came into the hands of the master, was delivered. *Maddock vs. American Sugar Refining Co.*, 91 Fed. Rep. 166.

An agent of an elevator company having purchased grain and received it into the elevator, where it has been mingled with other grain, his subsequent admissions to a third person, as to the party from whom the grain was bought, the parties delivering and the number of bushels, are not admissible in evidence to bind his principal, in the absence of evidence that he was specially authorized to make such admissions. *La Rue vs. St. Anthony & Dakota Elevator Co.*, Supreme Court of South Dakota, 54 N. W. Rep. 806.

The Miller Grain & Elevator Co. has brought suit in the Federal Court at St. Louis against the Cumberland Gap Dispatch Line and its twelve component companies for \$29,000 damages on account of failure to deliver 100,000 bushels of bulk wheat within a certain time. Plaintiff contracted to deliver the wheat to Osborne Bros. at Norfolk by a stipulated time. The grain reached Norfolk seven days behind time. A similar suit is brought to recover \$24,500 for delay in transportation of 15,000 bushels of bulk oats to the same destination. The suit was originally filed in the state court, but was transferred to the Federal Court on the petition of the defendants. Carriers should pay for delays.

The federal court at Kansas City, Mo., on March 4, decided the suit of the Andrews Grain Co., of Kansas City, against L. Sheiber, in favor of plaintiff, and in so doing made an important ruling. L. Sheiber, of Otis, Kan., contracted with the Andrews Grain Company to sell them 15,000 bushels of No. 2 wheat. When the wheat was received it was graded as No. 3 by the state board of inspection. As soon as Sheiber shipped the grain he made a draft on the Andrews Grain Company for the proceeds of 15,000 bushels of wheat at the market price. The Andrews company sued Sheiber for the difference between the amount of the draft and the amount received from the sale of the wheat graded as No. 3. Judge Philips decided in favor of the plaintiff and ruled that a commission firm has the right to sell grain at the grade placed on it by the state board of inspectors, regardless of the gradings of unauthorized persons.

The importation of seed wheat duty free is to be permitted under an amendment passed by the United States Senate. This privilege is reserved for farmers and under regulations to be prescribed by the secretary of the treasury.

ADVERTISING THE GRAIN BUSINESS.

The time was when many grain dealers made no effort to advertise their business and gave no thought to the subject, but their number is rapidly becoming less. Some put considerable thought into their advertising matter and win attention thereby; others adopt unique methods and some secure very effective advertising by their original schemes and new ideas. A high price for the largest load of a stipulated kind of grain brought to the elevator upon a certain day has proved successful in many places. By advertising the contest in the local newspapers before the day and by freely circulating accounts of it among the farmers of the territory tributary to the market after the contest has been decided the elevator man conducting the contest has more than got his money back.



Advertising the Grain Business.

Merchants' carnivals have given the regular dealers an opportunity to advertise their business and many have secured no end of attention through their novel representation. Some have prepared poetry with many happy hits and had it read by a grain-be-decked maiden. In the illustration given herewith is shown the unique plan of representation adopted by Chas. A. Burks, the enterprising grain merchant of Bement, Ill. The ladies of the M. E. Church gave a merchants' carnival and Mr. Burks had a model of his new elevator made of cardboard. His special representative, who is also shown in the illustration, was decorated, in fact almost covered with grain in various forms. Her dress as well as her hat was somewhat husky, yet every young man in town made it a point to secure a few grains from the red ears of corn she carried.

Carload minimums have been revised by the classification committee. The new one of 30,000 pounds is retained, but after March 31 will apply only to cars of 60,000 pounds capacity. Until short cars have disappeared from service they will be loaded on a minimum basis of 24,000 and 20,000 pounds.

ADVANCING MONEY TO FARMERS.

In addition to the many letters published in the Grain Dealers Journal for February 10, regarding the practice of loaning money to farmers, we have received the following:

B. F. Blaker & Co., Pleasanton, Kan.—We discontinued advancing several years ago and won't go back to it, no matter what our competitors do. Farmers who are good do not ask for an advance, and those who want credit on crops are such as have no credit. A good percentage of them will not deliver the grain if there is any way to get out of it. The first thing you know, their grain is all gone and the dealer is left to hold the sack. The trouble in watching is more than the profit on the grain you get. We think the only combination necessary is for every dealer to quit it.

W. M. Mitchner, Rossville, Kan.—For the past fifteen years I have been advancing money on grain for future delivery, taking a written contract for the grain at a certain price, and occasionally advancing money on the farmer's crop without taking a written contract for the grain. The former plan has worked all right, but the latter is very detrimental to the dealer's business, as often where there is no written contract the other dealers get the grain that I have paid for in the way of a loan on the crop. I think it would be a benefit to the dealers and also to the farmers if the practice of advancing money was abolished entirely.

A. B. Smith, Robinson, Kan.—That advancing money on grain is a bad practice to follow is my experience in fourteen years of the grain business. I do not think it would be advisable to try to enforce the rule through the grain dealers' association.

David Daikers & Son, Marysville, Kan.—We have advanced money on grain to farmers and find it is detrimental to our business. We would heartily indorse a combined effort to stop advancing money on grain. The farmers will come to you to sell the grain whenever they wish an advance, but if they do not wish an advance will sell elsewhere.

Long & Son, Claytonville, Ill.—We think the advancing of money on grain to be detrimental to every grain dealer. It is a practice that should be stopped. We think it would be practical for all grain dealers to make a combined effort to stop it.

O. M. Etter & Co., Cambridge, Ill.—“We do not advance money to anybody on grain and are doing a better business than when we did. When we advanced money on grain we drove business away. That it is not practical to lend money on grain is our experience.”

L. E. Dillow, Dongola, Ill.—I seldom advance money to farmers on grain from the fact that I never gained anything by it. If the man's wheat is all right and worth the top of the market it is well, but if the wheat should be of an inferior quality, the farmer thinks you are trying to take advantage of him if you try to reduce the price of his wheat, and the result is that you may lose him as a customer and possibly his influence may extend to others.

Macy Bros., Lynnvile, Ia.: We never advanced any money in considerable amounts, as we believe it to be a curse,

not only to the dealer but also to the producer. We think it a good thing to combine against the practice of advancing money.

John H. Lynds, White Cloud, Kan.: Our practice has been to advance money, but believe it is bad practice and should be discontinued. It certainly is no advantage to the business. A combined effort should be made to discontinue.

McColl Bros., Perry, Ia.—We think advancing is a bad practice. It places the dealer on the wrong side of the counter, and is not legitimately his business.

W. D. Blyth, Annelly, Kan.: It is not customary in this section to advance money to farmers on grain. I don't think it a good practice, as I think it is enough to carry them on store bills without advancing on grain.

A. Matthews & Co., Montfort, Wis.: We do advance money to farmers on their grain, and find we get more grain by doing so. We have not lost any money by so doing. We take the grain at the price agreed on when the money was paid. We think it a very good way, providing the parties are good, responsible men.

ing game and it is not good business to do so.

W. Hatton, Dodge, Neb.:—I do not make a practice of advancing money to farmers. My experience is that it tends to drive business away rather than to draw it to you.

BENEFITS OF APPRAISING ELEVATORS.

By A. E. BAXTER.

To the often repeated question, "What benefit is to be derived from having an appraisal made of our property?" there can be but one answer. Under certain guaranteed conditions, it is entirely unnecessary. These conditions can be briefly stated:

Have you positive assurance your property will never be destroyed by fire?

Are you willing and able to sustain the loss, if destroyed?

Will it ever be desirable or expedient to interest new capital, negotiate a loan, or dispose of your property, and have occasion to know its true market value?

Provided you never have to face any of these conditions, there is no need

gineer to fix definitely the market value of the plant at any time. The plan should also indicate what portions of the plant should be eliminated from an insurance policy. Why carry insurance on portions of any plant that no amount of fire could injure?

The expense necessary to have a proper appraisal made is so small no elevator owner can afford to incur the risks of loss always attending the destruction of elevator property. This loss can be largely reduced by an accurate knowledge of the value of the property. An appraisal properly and honestly made by disinterested parties is of great value in the event of negotiating a loan or disposal of the property.

Co-operative Elevator Co., Lake Benton, Minn.:—It has not been the practice of this company to advance money to farmers on grain, except in limited instances when it was known to be perfectly safe to do so. We have not lost any money by the little advancing we have done, and have discontinued the practice entirely now, as no particular benefit ensues to the business by so do-



Property can be Appraised when in this condition.



No one can fix the value of property when it gets in this condition.

L. Monteen, Wahoo, Neb.: Advancing money on grain is a thing that should be discontinued. It depends on the class of people you have to deal with whether you get your money back or not, but it will not increase your trade. I advanced money to farmers for a period of eight years, simply because I was forced to do it by competition, but I quit the practice five years ago, and do not advance to anyone under any circumstances. I find that my trade improves, and I have no worry or loss.

Brunswick Elevator Co., Summerfield, Kan.: We have had a great deal of experience in advancing money on grain to farmers and find it a very bad practice. If followed up it will cause the dealer doing that kind of a business to lose money and will help him to lose his trade. Many farmers will get your money and take their grain to your competitor, and also tell what a mean fellow you are. You can wait until he gets ready to bring you enough grain to pay you back. You are lucky if he brings enough to close his account, and even then you are out the interest perhaps for six months or a year in some cases. We have several accounts five and six years old for money advanced on which there is a balance of from \$1 to \$15 due from parties who are out of the country, and we are holding the sack. We think that the dealers should refuse to advance money for it is a los-

of an appraisal of your property. The fact remains, however, that sooner or later the great majority of elevator properties are destroyed by fire. What a properly prepared appraisal accomplishes under any of the foregoing conditions may be briefly summed up in the following:

It is an indisputable record of the equipment of any elevator plant, clearly defining the manner of erecting, both the buildings and machinery; it is a positive record of the quantities of the different kinds of materials necessary to equip and operate an elevator plant, indicating the amount of labor necessary both for the erection of the buildings and machinery. This forms a considerable item of first cost that cannot be included in any inventory. Having an exact record of these various items of machinery, material and labor, it is then simply a question of their market value at the date of their destruction.

A properly prepared plan does all this and is the foundation on which the whole system of appraisal rests. There is but one time when such a plan can be prepared with absolute accuracy and that is when the plant is intact and in proper working condition. There is no possibility of preparing either a correct plan or inventory after a plant's destruction by fire. Having a properly prepared plan makes it possible to make a correct inventory both of the building and contents; and enables the en-

ing. The writer believes that it would be better for all concerned if a stop were put to it entirely.

Sturgeon & Co., Valley Falls, Kan.: We have never believed there was advantage derived from advancing funds on growing crops, sufficient to warrant such an undertaking, and therefore we are without any actual experience in the matter. We have no disposition to change our methods at this time, and would say, "Yes, stop it at once!"

W. B. Booher, Danbury, Ia.:—I do but very little in advancing money to farmers on grain. I have to know that the party is good, and then let it out for only a week. A dealer in this town a few years ago advanced a party \$20 on some corn. The dealer found out in a short time that the party did not have a bushel of corn, and had him arrested. I do not know the charge; but the party stood the dealer a trial. They had to go 50 miles to the county seat for trial, and during this time the party paid back to the dealer \$10 of the money. At the trial the party beat the dealer and afterward went to the dealer and wanted him to pay back the \$10. Since then I have been fighting shy of the contract business.

A bill has been introduced in the New York legislature to prohibit discrimination in freight rates by common carriers. A penalty of \$500 is provided for each offense.

LETTERS FROM THE TRADE

CARS ARE SWEEPED BY ELEVATOR PEOPLE.

Grain Dealers Journal: So far as this line is concerned the elevator people sweep out cars themselves. We do not allow any outsider in the yard, or to have access to grain cars. W. A. Gardner, Assistant General Superintendent, Chicago & Northwestern Railway Co., Chicago.

WABASH PROHIBITS SWEEPING CARS.

Grain Dealers Journal: Some time ago we refused all grain sweepers access to our yard or elevators, and all the grain in cars which are set at elevators for unloading or transfer is being removed by the elevator people. We do not sell the privilege of sweeping the cars as was formerly done, nor do we permit sweepers to go into the yard for the purpose of sweeping out cars. E. R. Newman, Assistant General Freight Agent, Wabash Railroad Co., Chicago.

SHOULD GET BUSINESS IN A LEGITIMATE WAY.

Grain Dealers Journal:—What class of people is J. A. Edwards & Co. going after in Iowa outside of the trade? My opinion is the trade will never do much for a firm who virtually begs for it, as they seem to do. If the country grain shippers and dealers had to buy off every commission company which would make such a claim as this, they would have to divide their business among a good many companies, in most cases against their own wish or judgment. Iowa Dealer.

WEIGHMASTERS RECOMMENDED AT TERMINALS.

Grain Dealers Journal:—I note that the Grain Dealers Journal Association has appointed a committee to investigate shortages on the grain shipments to the general markets. The grain dealers in Kansas and Nebraska have appointed weighmasters to look after the weighing of grain at Kansas City, and think it is working well. They will probably place weighers here, and at all other points where general elevators are located and grain is bought by car lots; and I would suggest that the National Association follow this up. I think the trade would realize good results from it. F. M. Baker, President Greenleaf-Baker Grain Co., Atchison, Kan.

LEAKY SPOUTS AT TERMINAL ELEVATORS.

Grain Dealers Journal: One would naturally suppose that an honest man at the scale-beam would overcome all difficulties in short weights; but this combination seems not to work satisfactorily at terminal elevators where there is any elevating of grain between car and scale hopper. Here is just where the so-called leak in car occurs. The spouts leak, and the leakage goes into what are known to elevator men as pocket bins, that the weighman may know nothing of. It is our experience that some elevators at Chicago have larger pockets than others. We hope the weights committee of the Grain Dealers'

National Association will be able to locate the disease and find a remedy for it. Frank Thoms & Co., Minburn, Ia.

SWEEPING DISCONTINUED AT INDIANA ELEVATOR.

Grain Dealers Journal: On or about August, 1898, at the request of Mr. Foss, Weighmaster, Board of Trade, we discontinued the practice of sweeping cars at the Indiana Elevator, and no sweeping has been done at the elevator since the above date. We have never made any charge for sweeping cars at any of the other elevators on our road. About two weeks ago we notified our agent at South Chicago not to allow any sweepers to remove grain from cars unloaded at the elevators in the South Chicago district, so at the present time there is no sweeping being done on cars handled by the Belt Railway Co. J. M. Warner, Superintendent, Chicago.

WANTS A CLEAN BILL OF LADING AND CHECKMEN.

Grain Dealers Journal: Being one of the original charter members of the old Decatur Association as far back as 1885, I have the interest of the National Association at heart, and have worked faithfully during that time for the benefit of the grain trade. During all this period it has been a continued fight against bad weights at destination points; and while my personal experience proves a great improvement in public weights in the last seven or eight years, yet, there is room left for a good deal of sound kicking.

So far as I know, the only radical cure is a clean bill of lading; but before the accomplishment of that there will have to be a great change in railroad officialdom. In case our shippers find some point, for instance, St. Louis or East St. Louis, very bad, I think the best thing is to hire a man that is trustworthy and let him put in a few weeks watching the different weighers. Let the grain men shipping to these points pay some small tax on each car, say 25 or 30 cents. They would soon more than make it back. W. B. Newbegin, Blue Mound, Ill.

GASOLINE CHEAP ENOUGH WITH ECONOMICAL ENGINE.

Grain Dealers Journal: We have noted with much interest what your correspondents have to say about the increased cost of gasoline. We have interviewed the largest producers, and they have assured us prices will not likely be further advanced. On the contrary the price of gasoline will be reduced as soon as the conditions are more favorable for producing it cheaper.

From present indications we do not anticipate the increased cost of gasoline will check the trade to any extent, but no doubt it will cause customers to be more cautious in the future, and when buying engines to select a reliable make that is known to be economical. For some time we have been compelled to compete with makers whose engines consume nearly double the amount of gasoline required to run the same size Otto. The customers being able to buy fuel so cheaply, have not seemed to think it necessary to give that much consideration, but from now on they should do so, as the matter of saving in fuel consumption is quite as important as its cost. Otto Gas Engine Works, Philadelphia, Pa.

OKLAHOMA HAS A MAN AT GALVESTON.

Grain Dealers Journal: No doubt the weights committee of the National Association will have a task in eliminating the shortages in weights in the grain trade at terminal points. Yet it can be done. We as an association have adopted a method that is proving satisfactory. We have a man at Galveston, Tex., who looks after the inspection and weights of all grain sent there by members of the Oklahoma Association. We had both shortage and bad inspection before sending a man there. Now these abuses have been eliminated. It is a little expensive, yet it pays the shipper large returns.

By having our own man at our terminal market we know just what condition our cars are in when received there. We find that indifferent cooping of cars is the cause of much shortage. This is particularly true in the shipping of wheat, which we handle exclusively. I believe that all state associations should keep men at their terminal markets. They act as a check to any disposition of the receiver to be unfair. I will be pleased to give the National Association our experience as we advance. W. R. Binkley, Kingfisher, Okla.

MAJORITY AGAINST ADVANCING.

Grain Dealers Journal:—In the Journal of February 10 I see a great many letters from dealers regarding the advancing of money to farmers, or "advancing on grain," and find that three of your correspondents are in favor of advancing money, while forty-two are against it. Taking these forty-five dealers as a representative body and counting their letters as ballots, it would surely show that the practice of advancing money is wrong. The general sentiment is so strong that it seems now to be a safe time to take the matter up in such a way as to adopt a plan and have all members of the grain dealers associations agree to it and work together, each one working with his competitors in business who are not members of the associations in such a way as finally to persuade them to "see the folly of their ways, and depart therefrom."

In reply to Mr. A. F. Foll, of Lena, Ill., I will say the company I represent does not advance money on grain, except in cases where a certain amount is contracted and the price specified, and not even then unless part of the grain is delivered.

Any good buyer can buy his share of the grain at a station without advancing to farmers, if his competitor will stop the practice, and it is such men as Mr. Foll who force other buyers to scatter their money around promiscuously among farmers, some who are good and more whom they are obliged to watch carefully, and then nine times out of ten see him go to the other elevator unless he gets more from the friend who accommodated him than the other buyer will pay.

I would suggest as a matter of consideration for the readers of the Grain Dealers Journal that an effort be made to have all the dealers join in the National Association. Then as a combined force the loaning and advancing of money could be handled in such a manner as to do away with it, and add an-

other to the many benefits derived from the Association. J. T. Blackburn, Auditor McFarlin Grain Co., Des Moines, Ia.

FAVORS ONE GREAT UNION OF ASSOCIATIONS.

Grain Dealers Journal:—After about three years of experience, it would seem that the National and various local associations could agree on some plan whereby all could be merged into one common union or federation. This matter has been considered and discussed from various standpoints, yet no conclusion has been reached that suited all of the different associations. Why this is, I cannot understand. It strikes me that some of the local associations are afraid that they will lose some of their prestige as local organizations by uniting with the National. It seems, too, that some of the secretaries of the local organizations are afraid they will lose their positions or that their salaries will be reduced. This should not be.

We think it is necessary for all the bodies concerned to make some concessions in order to get together. We are all interested in one common cause, and have one object in view, the betterment of the grain business. Then why should we quibble about a few unimportant technical points. It is folly and rank foolishness to delay longer the matter of forming one great union and let that union be known as the National. In other words, the National should be the head to cope with troubles beyond the reach of the locals. After consolidation has been attained the present organization need not lose their identity or prestige, as each will have a distinct work to perform, and there will be no need of their present officers, as at present.

The most reasonable way to consolidation to my mind is—let each local organization as a body join the National, and make the annual dues \$2.00 per year, half of the amount to be paid in advance or when the local body become members of the National. We think the members of the Iowa and Missouri union would approve of this plan. This matter should be promptly placed before the different local bodies, with the explanation that it would in no way interfere with the present work they are carrying on. G. A. Stibbens, Coburg, Ia., secretary Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri.

FEEDING IN TRANSIT.

Grain Dealers Journal:—For months I have looked in vain in the various grain trade journals for some article on the practice made by railroad companies of shipping "feeding cattle in transit," and the harm it does both to the railroad companies and the grain dealers. To make it plain, I will explain.

The railroad company gives certain rates to stockmen on cattle from western points (say Sioux City or Omaha) to Chicago, with the privilege of stopping those cattle at some certain point to feed. The stockman unloads the cattle in September or October, and feeds all through the fall and winter, reloading and forwarding at any time he wishes, perhaps in January or perhaps not until the next May or June, when they

go in as finished fat cattle ready for export.

The point is here: The one carload of cattle shipped out has netted the railroad company less than one-third the amount of corn fed to them would have given in freight, as the feeders all agree that to feed through the season as it should be done, one carload of cattle will consume three carloads of corn. At one small station on one of the lines over which I travel there have been 75,000 bushels of corn bought for such cattle this season. It is plain that this business is detrimental to the grain dealers, and also to the interests of the railroad companies. If it could be shown up in the right light to the officials of various roads it seems they would surely do away with such billing that allows stock cattle to be handled in this manner.

If the readers of the Journal would combine and elect some good, responsible representative to call on the railroad people, and lay the thing before them in the right light, it seems plain enough they would gain the desired end, and not have the trouble with feeders that they now have. This is quite general through Iowa, and, I presume, is noticed in parts of Illinois. If grain dealers would more generally unite with the National Association and work together for the general interest they would soon become so strong they could demand such changes as would be of benefit. J. B. Blackburn, Des Moines, Ia.

TRACK SELLING IS SAFE.

Grain Dealers Journal: I have been somewhat interested lately in the different letters published in the Journal, written by the commission element, in their efforts to divert the attention of the country grain dealer, towards them, and to cause a feeling of doubt to enter into their business about the wisdom of selling their grain on track to the people who are making such offers. Of course I am on the opposite side of the fence from them, but in nearly all cases the arguments used were mainly the principal reasons why one should sell their grain track. There is a great business struggle on now between the different factions of the grain business; on the one side the elevator interests, who are reducing the business of handling grain to merchandising, and on the other side the commission men who are striving to retain the old speculative era, for their own existence.

A man to consign his grain must be a speculator, more, he must be a bull; if he knew the market was going down, he would not want to consign, but to get rid of the grain as soon as possible. The average tendency of the market is to go up in 1 space of time, what it requires 9 spaces of time to gradually decline. So the consignee must secure his shipments in the one time, or be loser the 9 times. To offset the gradual loss he must purchase on a larger margin, or in fact the margins of 10 years ago. Competition has changed all those conditions, and now to work on the same basis he must be a loser.

No doubt abuses are in vogue under the track-selling system, but in the aggregate not to the extent formerly under the commission system. I have allowed myself to mention some of the matters that would present themselves,

and in a conversation, I could readily show the large advantages to be gained by selling track, under the present methods of business, and its prospective future. You take Nebraska; her dealers would not give up their present system of selling their grain track and go back to the old plan.

The day is coming fast, and none of us will have to live long, when the company that buys the farmers' grain will deliver the same grain to the consumer, either in this country, or across the water. This conclusion means the passing of the commission man and also the individual elevator operator, as a majority. T. B.

RECORDING BEAMS NECESSARY FOR SCALES.

Grain Dealers Journal:—I am much interested in the question of shortages of grain and think that by our all taking the proper care and precautions much of the trouble can be overcome.

In the first place the scales, at both shipping and receiving points, should be the very best and in perfect order all the time. The man doing the weighing should be careful and correct, and if possible one man should do all the weighing at each point. Second, the scales should have some kind of an attachment which records the weights, such as Fairbanks improved registering beam or the Fisher registering and recording attachment. These are the two very best safety attachments that I know of. With the scales equipped with either of these it is an impossibility for a man to call the weight wrong and not have the correct weight shown on the ticket. It is a very easy thing for any man to make an error either in reading a scale or in putting the weight down, but with either of the above safety attachments it is impossible for them to print the wrong weight. They are not very expensive, and if more of the country elevators had them on there would be less trouble with weights.

Then the weighing should be done in hopper scales of as large capacity as possible and each car weighed by itself. I know at many country elevators grain is weighed into a certain bin by wagon loads, this bin loaded into a car or number of cars and the weight given as all that was charged up to that bin. In case the cars do not hold out at destination either the railroad or the terminal elevators get the blame, while, as you know, they are not at all certain of the weights. Then again I have found several cars on one track being filled at the same time from wagons. After the wagon is weighed the man is directed to a certain car to unload, and it is very possible that he may get to the wrong car. The only weights that should be compared are those where the weighing is done at each place in the very best possible manner, and I notice when it is done there is very little complaint of shortages. Of course every care must be taken in fixing up the cars so that there is no chance for any leakage, and cars should be sealed over night as well as after loading.

I do not think that too much importance can be given to the safety attachments I spoke of before, for with honest men, and it is presumed that none of us will have any other, it is impossible

for errors to be made and not be shown on the check ticket. W. T. Cornelison, General Manager, Burlington Elevator Co., Peoria, Ill.

REGULAR DEALERS SHOULD BE FREE TO CHOOSE.

Grain Dealers Journal: We have read in your edition of February 25 a communication from J. A. Edwards & Co., Chicago, Ill., on "Why They Solicit Shipments from Other Than Regular Dealers." These people take the position that because they have discontinued accepting that class of business which other houses in good standing had refused to accept without any solicitation from the regular grain dealer, that therefore the regular dealers should at once flock to their standard and turn them all their Chicago business. They hold this over the heads of the regular dealers and as much as say, "If you don't do thus and thus—look out!"

Now the amount of it is just this. Every regular dealer has his connections and friends in Chicago and the other markets and he does not care to be compelled to change his accounts every time a commission house in one of these markets says: "Now, such and such a scooper has signified his desire to consign stuff to us and we have dissuaded him, therefore the regular dealer at that point must change his commission house and do business with the house which turned down the scoop-shoveler." In a few days another firm in Chicago is approached by the scooper, who in turn goes through the same rigmarole; thus driving the regular dealer from pillar to post until he doesn't know how to keep peace in the family.

We claim there is a principle involved here which should be strictly adhered to, and it is this: We claim that the regular grain dealer should be free to choose his own houses in the different markets and in justice to the houses with whom he may have been doing business for years he should not be intimidated or coerced by any house on these grounds, but wherever it is in his power on equal terms he should give the preference to houses which notify him of what the scoop-shoveler is doing, etc. But on the other hand, the house which solicits and accepts this class of scoop-shovel trade cannot expect much from the regular trade.

Notice, for instance, the party who poses as "The Farmers' Friend." From this section he used to number the cars consigned to him by the hundreds. We have heard of just one shipment as near as we can recollect in the last six months or one year from a scooper in this immediate vicinity.

Why is all this changed? "Ask of the Winds" that gently whisper through the weeping willows. It didn't pay the farmer to consign stuff, even to the Farmers' Friend, as much as they could net at home. That market is only one of hundreds and you can't make water run up hill. Illinois.

The special committee of the Southeast and Mississippi Valley Freight Association, at the New Orleans meeting, decided that Cincinnati was not entitled to any lower rates southeast, and that the reductions, if any, should be made by the lines north of the Ohio River.

PATENTS GRANTED

Marcus L. Page of Kyte River, Ill., has been granted letters patent No. 620,492 on a grain loader.

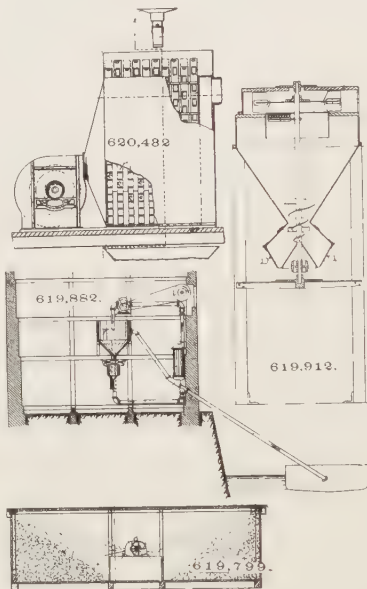
Lincoln Gookins of Watkins, Mo., has been granted letters patent No. 620,118 on a grain door for cars.

Henry Kelly of Waterloo, Ia., has been granted letters patent No. 619,892 on a grinding mill, and assigned same to himself and O. B. Taneyhill.

David J. Sheldrick of Columbus, O., has been granted letters patent No. 620,371 on a conveyor, and assigned it to Joseph A. Jeffrey of same place.

John W. Eisenhuth of New York, N. Y., has been granted letters patent No. 620,554 on an air and gas engine, and assigned it to Ella V. Eisenhuth of same place.

Harry C. Hoefinghoff of Cincinnati, O., has been granted letters patent on an apparatus for malting corn, barley, etc., and assigned it to Albert C. Frey of same place.



Peter Murray of Newark, N. J., has been granted letters patent No. 619,776 on a gas engine, and assigned it by mesne assignments to the Standard Gas Engine Co. of New Jersey.

Joseph K. Sharpe, Jr., of Indianapolis, Ind., has been granted letters patent No. 619,844 on a vent device for pneumatic elevators, and assigned it to the Pneumatic Elevator & Weigher Co. of same place.

Alexander A. Vansickle of Indianapolis, Ind., has been granted letters patent No. 620,080 on a gas engine, and assigned it, by direct and mesne assignments, to Thos. F. Scullin and Henry C. Jordan of same place.

Rudolf Folsche of Halle-on-the-Saale, Germany has been granted letters patent No. 619,882 (see cut) on an apparatus for elevating grain. This machine consists of a receptacle, an injector communicating therewith, a suction pipe, a pressure pipe and a delivery pipe connected with the injector, and a pipe for leading the air away from the receptacle.

Thomas J. Skillin of Chicago, Ill., has been granted letters patent No. 619,799 (see cut) on a grain trimming device. This device consists of double revoluble

fans or paddle wheels having horizontal axes, these fans are placed side by side and are provided with a means for rotating in opposite directions with respect to each other, thereby diverting the grain to each end of the car. Means for feeding grain to the fans is also provided.

William Sutcliffe of Sawyerby Bridge, England, has been granted letters patent, No. 619,912 (see cut), on a device for separating dust from various materials. This machine consists of a means near its upper end for establishing a vortex air current to separate the dust from the material under treatment, a means for the admission of air at the lower end of the machine, a fan in the exhaust chamber and a screen between the exhaust and separating chambers.

Wynn E. Ellis of Milwaukee, Wis., has been granted letters patent No. 620,432 (see cut) on a grain drier, and assigned it to the Paine-Ellis Grain Drier Co. of same place. This machine consists principally of a grain space, a series of horizontal air flues arranged on opposite sides of the grain space and communicating with it, the air flues consist of pressure and exhaust flues which alternate vertically. The pressure and exhaust flues on opposite sides of the grain space are arranged in the same horizontal plane. A pressure and an exhaust chamber communicating with the opposite ends of the pressure and exhaust flues, respectively, to cause the air blasts to meet in the center of the grain space from opposite sides and escape into the exhaust flues above and below.

NEW FLAXSEED RULES FOR CHICAGO.

On and after July 1 next Chicago will have new rules governing the grading of flaxseed. The principal change is in the percentage of damaged seed permitted in the different grades. No. 1 Northwestern which formerly took only 8 per cent after July 1 will take 12½ per cent. No. 1, which took 20 per cent will take 25 per cent.

A new grade to be known as "Burnt or Smoky," has been provided for seed which is not admitted to No Grade and the better grades.

The new rules adopted provide as follows:

Section 1. The weight per measured bushel designated for each grade shall be that of commercially pure seed.

No. 1 Northwestern Flax Seed.—Flax seed to grade No. 1 Northwestern shall be mature, sound, dry and sweet. It shall be Northern grown or have the usual characteristics thereof. The maximum quantity of field, stack, storage or other damaged seed intermixed shall not exceed twelve and one-half per cent. The minimum weight shall be fifty-one (51) pounds to the measured bushel.

No. 1 Flax Seed.—No. 1 Flax seed shall be sound, dry and free from mustiness, and carrying not more than twenty-five per cent of immature or field, stack, storage or other damaged flax seed, and weighing not less than fifty (50) pounds to the measured bushel.

Rejected Flax Seed.—All damp and musty flax seed, and that carrying intermixed, immature or field, stack, storage or other damaged flax seed in excess of twenty-five per cent and weighing not less than forty-six and one-half (46½) pounds shall be graded "rejected."

No Grade Flax Seed.—Flax seed that is

wet, mouldy, warm or in a heating condition, or is in anywise unfit for temporary storage, or weighs less than forty-six and one-half (46½) pounds shall be graded "no grade."

Flax seed that is smoky, burnt or intermixed with burnt seed shall not be known by any grade; but shall be inspected in the usual way to determine percentage of impurities and shall be posted as "burnt or smoky flax."

THE SUPPLY TRADE

The Link Belt Machinery Co., of Chicago, has certified to an increase in capital stock from \$250,000 to \$375,000.

E. H. Tromanhouser has succeeded to the business of Tromanhouser Bros., elevator builders, Minneapolis, Minn.

The Globe Iron Works of Minneapolis, Minn., manufacturers of the White Gasoline Engine, has recently moved into its new building at University and 25th Aves S. E., Minneapolis.

A stock company has been organized at Winnebago City, Minn., to engage in the manufacture of the Dewey seed and grain cleaner and purifier. The officers of the company are: J. F. Damon, president; H. L. Bullis, secretary; David Secor, treasurer.

Phil B. Syders is now in the employ of the Great Western Mfg. Co., as a traveling salesman, and will represent the company in the territory west of Leavenworth. Mr. Syders has traveled in the west many years and is well acquainted with the trade.

The Willford Mfg. Co., of Minneapolis, has been sending out as a souvenir a small combined aluminum pocket comb and letter opener. A neat case goes with it which bears the firm's name and address. It reports business brisk on this article, and that duplicate orders are a common occurrence.

The Great Western Mfg. Co., of Leavenworth, Kan., recently purchased at auction a large number of tools and some of the machines, which were used by the Todds & Stanley Mill Furnishing Co. at East St. Louis. These additions will enable the Great Western Mfg. Co. to turn out more work than ever.

James L. Wheeler, who for many years was the representative of the Invincible Grain Cleaner Co. in Illinois and some of the other central states, died Feb. 24, 1899, at his home in Grand Rapids, Mich., aged 56 years. Mr. Wheeler was a genial, good hearted fellow, a man whom it was a pleasure to meet; he had a very large number of friends in the trade who will miss him. He leaves a wife and two children.

The Webster Mfg. Co. write: "Our business for the month of February was more than 50 per cent larger than for the corresponding month of last year. The tendency in the iron and steel market is decidedly upwards. We are making all quotations now, subject to change without notice, and feel convinced that the coming year will witness higher prices in all of the different lines connected with the manufacture of machinery."

Fred L. Cranson, who has been secretary of the S. Howes Co., Silver Creek, N. Y., recently resigned to accept the position of secretary of the Huntley Mfg. Co., of the same place. Mr. Cranson was formerly with the Huntley Mfg. Co., for many years. He is well known and liked by the trade and fur-

thermore knows all about the grain cleaning machinery business. His many friends will be glad to see him back at the old stand.

The Chicago House Wrecking Co., of West 35th and Iron sts., Chicago, catalogue No. 86 for 1899 has been received, and as usual is full of all sorts of new and second-hand material at the most reasonable prices. This firm has the largest establishment of its kind in the country, the warehouses and yards occupying 500,000 square feet of space. Among some of the things noticed in the catalogue which are of interest to country elevator men are scales, belting, steel and iron roofing and siding, pulleys, shafting, etc. The catalogue is sent for the asking.

ASKED AND ANSWERED

IS BANK LIABLE FOR FORGED BILL OF LADING?

In reply to the query published in the last number, "Is Bank Liable for Forged Bill of Lading," we have secured the following replies:

L. Bartlett & Son, Milwaukee, Wis.: It is our opinion that the bank is responsible for the signature on the bill of lading as well as on the draft, and that you can collect the amount of loss from the bank which endorsed the draft.

W. R. Mumford & Co., Chicago: We have never thought anything about a bank's liability, in case of a forged bill of lading, and we hardly think that the bank can be held liable. We have never considered that they were and do not think that a case can be made against them.

The Van Dusen-Harrington Co., Minneapolis, Minn.: We will say that we have never in our experience been imposed upon by forged bills of lading, and we have known of but one case in the Northwest, and know so little of that instance that we are not able to give you any information which would be of assistance. Of course we believe it to be the duty of the first bank to see that the bill of lading is bona fide.

Milmine, Bodman & Co., Chicago: In a general way banks act as collecting and forwarding agents only, not accepting any liability beyond that of presenting papers in payment entrusted to their care; and remitting, if honored; or returning, if refused.

James P. Smith & Co., Chicago: We do not think banks liable for forged bills of lading, as they are innocent parties. We do not think a bank should advance money to strangers on bills of lading. One of the great troubles is with the country railroad agents who, we are informed, are in the habit of signing blank bills of lading so that even a stranger might step into the office, take a signed bill of lading, fill in car numbers, and negotiate the sale of same to an innocent party. Our idea is that neither a bank nor an individual should advance money to strangers on bills of lading. We think this would be the most effective way of putting a stop to it. Every once in a while forged or spurious bills of lading come to the front.

Root & Smith, Kansas City, Mo.: We are sorry we are unable to quote any court decision covering cases of this

kind, as none have ever come under our notice. We certainly do think that any bank negotiating a bill of lading with draft attached, should be held responsible for the full amount of the draft. We fear there is no law in the west covering this, for the reason that overdrafts are not unknown, which they certainly would be if there was such a law. We remember several years ago one firm doing business in this town through an agent was fleeced out of \$25,000 or \$30,000 by forged bills of lading on wool. We believe in some of these cases the banks stand right by the forger, and would certainly like to see some action taken to stop such proceedings. We are glad to have had no experience with things of this kind.

Sawyer Grain Co., Minneapolis, Minn.: We have never tested in the courts the question of fixing the responsibility of forged bills of lading. It would seem to us that if the bank cashes a draft with forged bills of lading attached, it is assuming responsibility in the matter; but where drafts are simply taken for collection and forwarded to the payee for payment, we think it would be a pretty hard matter to fix the blame on the bank. What we are getting at is, that where the bank cashes the check in the first place the payee is not obliged to pay it when it is presented to him; they are therefore assuming the risk in the first instance. On the other hand, we do not see that they are assuming any risk, in the other case, and that the payee if he pays the draft has himself to blame.

International Grain Co., Kansas City, Mo.: We have had no experience in forged bills of lading; but it seems to us that it is not right to hold a bank liable for the merchandise that the railroad company's receipts represent, as the bank has no means of ascertaining whether bills of lading are genuine and it is a general custom for banks to cash drafts for their customers with bills of lading attached. If banks were held to this rule we think it would work more hardships on the grain dealers, city as well as country, than it would on the banks. It seems to us that receivers should know the people whose drafts they pay and should know whether or not they are reliable before paying same. We understand, however, that the decision of the Texas court makes the bank liable for the grain represented by a bill of lading. If this decision is sustained the Ohio receiver would certainly have a case against the bank that cashed the draft for the shipper.

R. M. Adams, St. Louis, Mo.: Several receivers here have been victims of the forged bill of lading. The Missouri supreme court decision, it is said, is that the bank is not liable in such cases, and that the loss falls on the receiver.

For grain transportation between Detroit Harbor and Montreal twelve new consolidated locomotives have been ordered by the Canada Atlantic and the Ottawa, Arnprior & Parry Sound Railway Companies.

From the report of the Minnesota state weighmaster it appears that between 1890 and 1898 the average weight of a carload of grain unloaded at Minneapolis increased from 579 to 784 bushels, a full 33 per cent.

ILLINOIS.

Snider Bros. will build an elevator at Metamora, Ill.

Send us reports on the condition of growing grain.

The Elliott Elevator Co. will enlarge its office at Elliott, Ill.

Rumor has it that an elevator will be erected at Pearl City, Ill.

Mr. Doyle has nearly completed his elevator at Longview, Ill.

It is said that Snider Bros. will build an elevator at El Paso, Ill.

Mr. Boulware of Foolsland, Ill., will build an elevator at McNulta.

John Hill, Jr., has again warned Chicago privilege traders to desist.

J. B. Carson of Perdue, Ill., has his new elevator about ready for grain.

Clarence Fread is buying grain at Dalton City for Pratt & Co. of Decatur, Ill.

Send the grain trade news of your neighborhood to the Grain Dealers Journal.

A gasoline engine is being installed in the elevator of Blair & Downey at Adeline, Ill.

A. B. Kirk, Grove City, Ill., has recently installed the Webster Gasoline Engine.

The Sidell Grain & Elevator Co. will build a 40,000 bushel elevator at Milford, Ill.

F. W. and F. R. Allen of Forrest have engaged in the grain business at Sawnemin, Ill.

The elevator at Jonesboro, Ill., has been sold to the Jonesboro Milling & Elevator Co.

L. I. Taylor will build an elevator at Radley, Ill., as soon as the frost is out of the ground.

Mr. Branan of Kirkland, Ill., has bought the elevator at Malta of Martin Kennedy of Esmond.

The Cleveland Grain Co. of Sheldon, Ill., had a C. & E. I. car of corn containing 84,000 pounds.

George Rieckers has quit the grain and machinery business at Galena, Ill., and will go to farming.

Winter & Hoarty have added a new horse power to the equipment of their elevator at Mincuk, Ill.

J. L. Eyrse, grain dealer at San Jose, Ill., had his elevator flooded recently with eight feet of water.

J. M. Maguire, grain dealer at Wilson, Ill., has removed to Campus, where he will operate an elevator.

T. J. Freeland has opened an office at Dalton City, Ill., for the purchase of grain on his own account.

Walker Kimler has sold his farm near Yates City and expects to engage in the grain business at Disco, Ill.

The elevator of John Wood at Gifford, Ill., has been finished and is now one of the best in the county.

Since buying the two elevators at Sharon, Ill., Wesley and Benjamin Lilley have been kept very busy.

Snyder & Dunavan of Hoopeston, Ill., have replaced their old with a new gasoline engine of greater power.

Andrews Bros. of Washington expect to build an elevator at Walnut, Ill., on the line of the C., B. & Q. R. R.

Frank Sprague has returned from Milmine to Bement, Ill., to keep books in the grain office of C. A. Burks.

It is reported from Rochelle, Ill., that Charles Cooper has purchased and will operate the Daniel Ringle Elevator.

Hoy & Stackhouse are doing business at the elevator in Milmine, Ill., formerly occupied by Stackhouse & Burks.

C. H. Sells of Pittwood has removed to Rankin, Ill., to engage in the grain business. He will build an elevator.

H. A. Reed will handle grain and farm machinery at Middlegrove, Ill., where he contemplates building an elevator.

A car of corn unloaded recently at the I. I. & I. Elevator at Kankakee, Ill., contained over 102,000 pounds of corn.

The Forest City Brewing Co. has been incorporated at Rockford, Ill., with \$50,000 capital, by T. J. Malana and others.

J. W. Radford of the Pope & Eckhardt Co. has been nominated by the citizens for the Presidency of the town of Grant.

Noble Bros., Foolsland, Ill., placed their order with the Webster Mfg. Co. for a new gasoline engine to run their elevator.

The Turner-Hudnut Co., grain dealers at Henry, Ill., are leaders in a popular movement to make the Henry bridge free of toll.

H. N. Dickinson has removed from Seward to New Lenox, Ill., to take charge of the grain business which he has purchased.

Elmer Riberey has succeeded Robert McLelland as bookkeeper in the elevator of Carrington, Hannah & Co., at Kankakee, Ill.

D. N. Harwood, for 40 years a leading grain dealer of Shelby County, Ill., died at his home in Shelbyville recently, aged 69 years.

John Jordan of Wapella will have charge of the elevator at Heyworth, Ill., which for two years was conducted by Edward Jordan.

J. S. Francis has purchased the interest of his partner, Fred Allen, in the grain business at Forrest, Ill., and will conduct the business alone.

Geo. Elliott will rebuild his elevator at Mattoon, Ill., which was burned recently. The new house will have storage room for 40,000 bushels.

William Lynch of Asbury has bought a half interest in the elevator of Current Bros., at Indianola, Ill., and next fall will remove to that place.

A. Tolman, grain dealer, of Bishop Hill, has purchased and will operate the old elevator at Kewanee, Ill., owned by the J. H. Dole Co., of Chicago.

The new elevator of J. S. McDonald at Morton, Ill., is being equipped with Webster machinery throughout and will be run by a Webster Gasoline Engine.

Arehart & Byrd have placed their order with the Webster Mfg. Co. for the machinery to equip their new elevator which is being built at Willow Hill, Ill.

The Webster Mfg. Co. is furnishing the machinery for the new grain elevator that is being built for the Northwestern Malt & Grain Co. at Cragin, Ill.

A receiver has been appointed for the American Brewing Co. of Chicago on a confession of judgment for \$10,050 in favor of A. C. Magnus & Sons, corn millers.

C. A. Burks of Bement, Ill., writes that the winter wheat in his section has been damaged by the recent weather. Corn has been shelled out quite liberally.

E. A. Diamond and Ed Hyndman have purchased for \$9,000 the elevators at Capron, Ill., for many years operated by Robert Ridge, who retires from business.

A large steel burr used for crushing corn at the warehouse of C. C. Aldrich & Son, at McLean, Ill., burst March 3, while running at a high rate of speed.

C. A. Burks, the enterprising grain dealer of Bement, has purchased the elevator of Suffern, Hunt & Co., at Pierston, Ill., and will take possession on April 1.

James Currents' elevator at Fairmount, Ill., burst recently, letting several hundred bushels of corn out on the ground. Was it built by a barn-builder?

Subscribe for the Hay Trade Journal. Only \$2 per year; and you get the Grain Dealers Journal, too, for the same money if both are subscribed for at the same time.

The Farmers' Grain & Coal Co. has been incorporated at Mason City, Ill., with \$5,000 capital stock, by William T. Ainsworth, John A. McCreery and Claude L. Stone.

Car service on baled hay and straw at Chicago, under amended rule No. 14, will not be computed until cars are set to team track, 48 hours being allowed after first 7 a. m.

Two engineering parties are in the field selecting the route of the E. I. & M., which is to be an extension of the C. & E. L. from Marion, Ill., to East Cape Girardeau.

Zina R. Carter, formerly president of the Chicago Board of Trade, has been nominated by the Republican party as its candidate for Mayor, with every prospect for final election.

Alex. Rodgers has started his new seed warehouse at Johnson and Fifteenth streets, Chicago. It is equipped with two No. 6 Monitor seed machines, driven by 10 h. p. electric motor.

F. G. Jones of El Paso has purchased and taken possession of the elevator of Reynolds & Hagy at Wenona, Ill. Mr. Jones will remove from El Paso to Wenona, and personally conduct the business.

The directors of the Chicago Board of Trade have reappointed the following grain samplers: H. T. Gubbins, R. P. Kettles, William McDougall, W. A. Walker, G. Ray Bullen and J. A. Costello.

The best grades of broom corn are now quoted at \$150 per ton, the highest price since 1885. Some dealers talk \$175 for the brush. This corner in broom corn will cause broom corners to go without brooms.

A bill has been introduced in the Illinois house creating the office of chief weighmaster, who shall supervise weighing of all grain taken out of warehouse or elevators. What an enticing job for a precinct politician.

M. R. Meents will demolish the elevator at Ashkum, Ill., to make room for a new house of 65,000 bushels' capacity, for which he has let the contract to Mr. Belgard of Kankakee. The building will be 60x28 feet and 45 feet high.

The loss on the grain in the burned elevator of A. W. Skinner at Hudson, Ill., has been adjusted, Mr. Skinner receiving \$5,250 in cash and taking the damaged grain at a valuation of \$1,800 in addition, which is full payment of policies for \$7,000.

M. W. Thomson has purchased the grain and lumber business of E. H. Ware at Douglass, Ill., and will take possession of the elevator on June 1, 1899. Mr. Ware has been dealing in grain six years, having bought the business of John Wasson in 1893.

L. Lamoreaux, for twenty-five years a grain dealer at Gilman, Ill., has asso-

ciated himself with Prof. George Foreman, late principal of the Melvin schools, to engage in the same business at Thawville, where they will erect an elevator of 40,000 bushels' capacity.

A linseed oil mill will be erected at Chicago by Alexander Euston. A piece of ground for the plant was recently purchased for \$80,000, and the five-story mill is to cost \$100,000. Mr. Euston, who was president of the old National Linseed Oil Co., will run the mill in opposition to the trust. The capacity is to be 3,000 bushels per day.

E. R. Ulrich & Son, grain dealers, of Springfield, have purchased the elevator of R. P. Wood at Normal, near Bloomington, Ill. Mr. Wood, who has been in the grain business for 15 years, will continue to run the house for some time. To handle the large business expected the new owners will make some needed improvements.

The New England Transfer Elevator on the Chicago & Grand Trunk Railway at Elsdon Station, Chicago, has engaged E. P. Bauder, a weighman for the Board of Trade Weighmaster for four years as foreman. Mr. Bauder, who had the full confidence of Weighmaster Foss was reluctantly released. His honest carefulness has gained him an enviable reputation.

If barley shippers have shortages in shipments unloaded at the plants of the American Malting Co., or the Columbia Malting Co., Chicago, they can reduce same by vigorously kicking for public weighmen at those plants until same are installed. The present Board of Trade Weighmaster at Chicago has done more to reduce shortages during recent months than all other influences together have done during recent years. These companies have no excuse whatever for declining to provide the best weighmen obtainable. Disinterested weighmen are best; kick for them.

Edward M. Jordan of Jordan Bros., dealers in grain at Heyworth and in grain and groceries at Clinton, Ill., died February 22, of la grippe, complicated with heart trouble. Mr. Jordan was an active and progressive merchant, well and favorably known to the grain trade of central Illinois. He was a member of the Illinois Grain Dealers' Association. Last spring the citizens of Heyworth elected him president of the town council, an office which he filled with entire satisfaction. He was born near Heyworth in 1862, and 13 years ago started the business at Clinton, which about four years ago was extended to Heyworth. The partners are James and Thomas A. Jordan. He leaves a wife and two small children.

The Chicago, Milwaukee & St. Paul Railway Co. has purchased the St. Paul and the Fulton Elevators at Chicago. For the Fulton Elevator and ground \$262,000 was paid. For the St. Paul elevator, which stands on the railroad's ground, \$138,000 was paid. The St. Paul Elevator is in good condition. It was built and operated many years ago by Jesse Hoyt & Co., who sold out to the Munger-Wheeler Co., and with other elevators was finally sold to the English syndicate of which P. B. Weare is the managing director. This sale considerably reduces the holdings of the Chicago Railway Terminal Elevator Co.; last August fire destroyed one of the company's plants, and its rebuilding has been prevented by the Chicago & Northwestern Railway, which seeks to acquire the land by condemnation.

SOUTHWEST.

Send us reports on the condition of the growing grain.

The Gulf, Louisiana & Great Northern will build 460 miles of road from Vermillion Bay, La., to Fort Smith, Ark.

The line which the Chicago, Rock Island & Pacific is constructing from Chickasha, Ind. Ter., west through Oklahoma, has been surveyed to a point 75 miles west of Chickasha.

A large grain elevator partially filled with wheat, 30 feet from and operated in connection with the Hungarian Mills at Denver, Colo., was burned March 7. The loss was heavy, although the mill was saved. The plant is owned and operated by the Colorado Mill & Elevator Co.

The Territorial Grain Association of Oklahoma met at Oklahoma City, Feb. 22. The seventy-five grain dealers present listened to an address by E. J. Smiley, secretary of the Kansas Association, on Short Weights at Terminal Points. The association condemned the action of the Kansas City Board of Trade in prohibiting its members joining grain dealers' associations. For the ensuing year the following officers were elected: E. L. Donahoe of Pond Creek, president; E. D. Humphrey of El Reno, vice president; J. C. Robb of Kingfisher, secretary, and E. J. Coyle of Perry, treasurer.

OHIO.

An elevator will be erected at the mill of S. Armstrong & Sons, Clifton, O.

Clark & Pence are about to build a grain warehouse at Montpelier, O.

Elliott & Armstrong, grain dealers at Millersburg, O., have bought a grocery stock.

The combined effort of a few earnest workers has knocked out the grain tester law in Ohio.

Appoint yourself a committee of one to send us the grain trade news from your part of the state.

Ireton Bros., of Van Wert, O., have purchased the grain elevator of Leathers & Frager at Middle Point.

Hooper & Son have traded a farm near Van Wert for the grain elevator of W. H. Dye at Columbus Grove, O.

The Hess Warming & Ventilating Co., 152 La Salle street, Chicago, is installing a big grain drier for the Cleveland Grain Co., Cleveland, O.

Comstock & Slessman, the progressive grain dealers of Clyde, O., have installed a new gasoline engine in their elevator. It is a 22 H. P. engine, made by Fairbanks, Morse & Co., of Chicago.

The Ohio state crop bulletin shows that on March 1 the condition of winter wheat had fallen from 100 on January 1 to 89, on account of freezing. The damage is not necessarily permanent.

Southworth, Dukes & Moffitt, grain dealers at Moffitt, O., having dissolved partnership, Southworth & Co., of Toledo, have become sole owners of the elevator, and will retain Guy Davis as manager.

Hay dealers who handle grain, and grain dealers who handle hay, can have both the Hay Trade Journal and the Grain Dealers Journal for \$2, the price of the former alone, if subscribed for at the same time.

The Churchill-White Grain Co., which was recently incorporated at Chicago, is

composed of grain dealers well known in Toledo. Mr. White, who was formerly with J. H. Bowman & Co., will remove from Toledo to Chicago, where for some time Mr. Churchill has been located, although keeping his family in Toledo. The new company will build a system of elevators, the contracts having been let for four and the plans having been drawn for four others.

The Southern Ohio Grain Dealers' Association will meet at Washington C. H., Tuesday, March 21. A good attendance is expected. The Association has been making a nice growth, and now has thirty-four members enrolled. In part of the territory the organization has been made pretty thorough and complete. Secretary L. W. Dewey of Blanchester reports that the O. S. Railway Co. has granted special rates to the meeting of the Association and that the other companies will be requested to do so. The negotiations with the railways have developed a friendly feeling, and it is believed the freight departments of the roads will accord further favors to the Association.

SOUTHEAST.

The Norfolk & Southern railroad will erect a 1,000,000 bushel elevator at Norfolk, Va.

The farmers in the vicinity of Hopkinsville, Ky., are talking of building a public elevator at that place.

Phillips & Fuller, of Tampa, Fla., recently received the contract to supply the government with 500,000 pounds of hay.

MINNESOTA.

L. W. Thompson has resumed the management of the Anderson elevator at Lysne, Minn.

The elevator of Ness & Co. at Whaton, Minn., was sold at auction Feb. 27. Consideration \$2,300.

D. A. Nickel, a grain buyer at Bingham Lake, Minn., was recently married to Miss Anna Hiebert, of same place.

It is reported that H. B. Moore, of Duluth, Minn., will succeed J. G. McGrew as state weighmaster of grain.

The Independent Grain Co., of Minneota, Minn., has purchased the Atlas elevator at that place and will enter the grain business.

Two elevators at Mora, Minn., one owned by D. R. Eaton and R. W. Safford and the other by O'Neil Bros., were destroyed by fire March 6.

The Barnett & Record Co. has secured the contract to erect a 1,000,000 bushels annex for the Consolidated Elevator Co., at Duluth, Minn.

C. K. Baxter, a veteran grain dealer, recently died at his home in Wells, Minn. At the time of his death he was representing the W. W. Cargill Co., of La Crosse, Wis., at Wells.

A bill introduced by Mr. McCullom in the Minnesota state legislature providing for the appointment of boards of appeals for the inspection of grain, was passed by the house Feb. 24.

The increase in the stocks of grain at the Duluth, Minn., elevators has been rapid of late. On March 4 the wheat in store amounted to 8,144,175 bushels as against 2,707,426 at the same date last year.

The Bay City Milling Co., of Winona, Minn., has made arrangements with the Atlas Elevator Co., whereby it will

furnish 100,000 bushels storage capacity for the Milling Co., to be used for storing wheat.

P. C. Penner of Mountain Lake, Minn., agent of the Hubbard & Palmer Elevator Co., and in charge of the company's elevator at that place, was arrested recently, charged with complicity in elevator fires.

Aaron Johnson, a grain shoveler, while working at Elevator C, of the Consolidated Company at Duluth, Minn., March, in some way got between two cars and was fatally crushed. He leaves a wife and five little children in poor circumstances.

Pat Fahey, of Farmington, Minn., while in the basement of Empsey & Woodward's elevator at Empire City on March 1, repairing some machinery, his clothing caught and before he could gain release was picked up by a big fly-wheel and killed.

A Farmers' Elevator Co. has been organized at Sauk Center, Minn. The company has purchased the old Peavey elevator which has a capacity of about 25,000 bushels the price paid was \$2,800. E. D. Phelps has been engaged to buy wheat for the company.

Recently firebugs made an attempt to burn the Victoria elevator at 23rd av. and Main st. N. E., in Minneapolis, Minn. A large quantity of oily waste had been secured and pushed through a door and set on fire, but was quickly discovered and extinguished.

A small terminal elevator will be built at Duluth by the Farmers' Elevator Association of Minnesota, recently organized. The local elevators throughout the state will have shares in the terminal elevators, which have been placed at \$25 each, and no one company will be allowed to hold over forty shares.

The second conference of the railroad and warehouse commission with Minnesota representatives and state senators regarding the question of grain rates from the southwestern part of the state to twin cities and Duluth was held Feb'y. 23. The senators want a general reduction on flax and wheat of 1 cent per hundred, also a readjustment of certain rates. As no decision could be reached it was decided to hold another meeting March 15.

Minneapolis traders feel that they need a new Chamber of Commerce building as they are rapidly outgrowing their present quarters. And once more the question of a new building is being discussed. There is some talk of building an addition to the present building. Another plan has been submitted to the members by Minneapolis capitalists, who desire to erect a large building nearer the business part of the city and in the same block with the Guaranty Loan building. It is said this plan will include free rental to the Chamber of a trading room for twenty-five years.

Mr. Riley has introduced a bill (H. F. 402) in the Minnesota state legislature, prescribing methods of inspecting grain of certain kinds. "Plunging" is the method favored by the bill for sampling purposes, the amount of wheat or flax so taken not to exceed three quarts. Such sample is to be weighed while in the dirt and after being cleaned, to ascertain the true dockage. The grade is to be rested on the condition of the grain when cleaned, whereupon such sample is to be sacked and properly labeled and preserved for a period of not less than twenty days. This is done to

furnish evidence in cases of doubt or appeal. If no appeal be heard from within twenty days, the samples are to be sold and the proceeds to be directed into the grain inspection fund. Where there is an appeal the inspection may be verified under oath, any departure from the truth to be subject to punishment as in case of perjury.

MISSOURI.

An elevator is to be built at Grant City, Mo., by Schooler Bros.

The plant of the Empire Elevator Co., at Kansas City, Mo., is being overhauled.

The elevator and mill of Miller & Ewing at Bunceton, Mo., was recently burned.

Send us news of contemplated improvements, business changes and new elevators.

A hay warehouse will be erected at Kansas City, Mo., by the Sherman-Wilfley Cereal Co.

Ed Shields, of the Simonds Grain Co., Kansas City, Mo., fell on an icy sidewalk and broke his arm.

John Kelley has let the contract for the 300,000-bushel Great Western Elevator at Kansas City, Mo.

Holdridge & Logan have succeeded the Holdridge Grain Co., at Kansas City, Mo., the junior member of the firm being F. P. Logan, late of St. Joseph.

Improvements are being made and new machinery is being added to the Rock Island Elevator at Kansas City, Mo., operated by Charles Counselman & Co.

Regular grain dealers are invited to attend the annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri at Hotel Grand, Council Bluffs, Ia., Wednesday, March 22 at 2 p. m.

E. F. Catlin & Co., grain commission dealers on the St. Louis Board of Trade, suspended business March 4, owing to some of Mr. Catlin's debtors having failed to meet their obligations. The firm has the sympathy of a large circle of friends, all of whom heartily wish for their speedy recovery.

Invaluable to the trades they represent. The Hay Trade Journal, published at Canajoharie, N. Y., every Friday of the year, and the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, both for \$2, the price of the former alone, if subscribed for at the same time. Don't miss this chance.

The Missouri state crop report gives the condition of wheat at 74 per cent, and the acreage as 1,106,000, an increase of 7 per cent. The protection afforded by a covering of snow was generally very light, and in some localities during the lowest temperature there was scarcely any. Stock has wintered well and will go on grass in better than average condition.

The Kansas City Board of Trade, by a vote of 98 to 28, has amended its rules to prohibit any member from becoming a member of any grain dealers' association. It was believed that certain members by their connection with the grain dealers' associations were getting more than their share of consignments. The associations of Kansas and Oklahoma are working for lower rates to Gulf ports, so that they can ship grain there instead of to Kansas City; and it is said to be improper for members of the Kansas City Board of

Trade to furnish funds to work against the Kansas City market.

The transportation committee of the Kansas City Hay Dealers' Association met March 1 and prepared a counter proposition to the railroads for lower rates on hay from Northwestern Missouri points to Kansas City. It will be remembered that the railroads at a recent meeting prepared a tariff on hay from Northwestern Missouri points, but did not consult the Kansas City interests. It was found that the rates were not as low as they should be when the distance was considered, and the new proposition which has been forwarded to C. A. Parker, chairman of the Western trunk lines at Chicago, is in the nature of a compromise.

A steel elevator of 1,000,000 bushels capacity will be erected at St. Joseph, Mo., by Harroun Bros. H. A. Parker of Kansas City is superintending architect. The building will be erected at Elwood, Kan., opposite St. Joseph, where 15 acres of land has been purchased of the St. Joseph & Grand Island Railroad, which will put in two additional side-tracks to hold 160 cars each. The equipment will include eight hopper scales and machinery to handle 16 cars per hour, with cleaners, oat clippers, etc. Harroun Bros.' business has steadily grown since they started in 1890, until now they operate lines of elevators on the Union Pacific and the St. Joseph and Grand Island Railroads. At St. Joseph the business is in charge of W. H. Harroun, senior member of the firm, at Kansas City, A. L. Harroun, and at Chicago, A. M. Harroun.

INDIANA.

A Toledo firm will build an elevator, it is said, at Walkerton, Ind.

Readers will confer a favor by sending us grain trade news items.

At Remington, Ind., it is said O. P. Tabor will build a large elevator.

Thomas Stanley will build a large grain elevator at Lyons Station, Ind.

Will Price of New Richmond, Ind., expects to engage in the grain business in Illinois.

The machinery has been placed in the new elevator of Garrison Bros. at Converse, Ind.

A train-load of corn was shipped March 2 by the Princeton Elevator Co., Princeton, Ind.

The Born Grain & Elevator Co., of La Fayette, Ind., has completed an addition to its office.

Thieves broke into the grain office of A. & E. Wolcott, Wolcott, Ind., one night and stole a few cents.

The elevator at Monterey, Ind., has been purchased by B. F. Ditmire, who recently sold his mill at Culver.

The old Martin Elevator at La Fayette, Ind., has been purchased by Frank Parker, and will be operated by Mr. Yeagey.

A 40,000 bushel elevator is being erected at Montezuma, Ind. Wm. G. Clark, millwright of Ashland, Ill., is in charge of the work.

The Columbia Brewing Co., of Logansport, Ind., has been forced into receivership through the failure of the American Brewing Co., at Chicago.

Ed. McCue, of Pittsburgh, O., writes that he has sold his elevator at Foster, Ind., to Edwin Felts of Chestnut, Ill., through an advertisement in the Grain Dealers Journal.

The Hudnut Co. has added a 40,000

bushel steel storage tank to its plant at Terre Haute, Ind. It is said to be the first hopped bottom tank erected. After the bottom was set in place, sand and gravel were jammed about it so the entire bottom serves as a foundation. The work was done by the Wm. Graver Tank Works of Chicago.

NEBRASKA.

Readers will confer a favor by sending us grain trade news items.

A. Lindbloom has purchased the grain business of Mr. Barnett at Holdrege, Neb.

Thomas Cochrane & Co. will build a new 30,000 bushel elevator at Crete, Neb., this spring.

The elevator at Bancroft, Neb., of the Peavey Elevator Co., will be enlarged to a capacity of 75,000 bushels.

Kyd & Co., grain dealers of Beatrice, Neb., have purchased the mortgage on the oatmeal mill at Beatrice, with a view to re-opening the plant.

The Sioux City & Omaha Railroad Co. has been granted right of way through the Indian reservations for the proposed line from Sioux City south. E. P. Reynolds, of Wymore, Neb., is one of the projectors.

IOWA.

A new grain elevator is being built at Eleanor, Ia.

J. Q. McPherrin is building a new elevator on his farm near Oakland, Ia.

M. P. Harris has recently taken possession of the Prestgard elevator at Shabbona, Ia.

J. A. Ogle has sold a half interest in his grain business at Parnell, Ia., to Jas. Sheridan.

Hugh O'Neil has purchased a half interest in G. M. Gwynn's elevator and grain business at Essex, Ia.

Geo. Stoner has entered the grain business at Allison, Ia., having succeeded to the business of H. C. Parsons.

Pierson & Hayden have purchased the elevator of F. M. Cooley at Anthon, Ia., and will enter the grain and stock business at that place.

It is said that the Chicago Great Western has abandoned its plan of building from Hampton, Ia., to Council Bluffs and will instead run a line west from Peru.

Chas. Jones has purchased a half interest in the grain business of W. H. McLeod, at Williamsburg, Ia. The business will be conducted under the firm name of McLeod & Jones.

George O. Holbrook, one of the two dealers operating elevators at Onawa, Ia., since October 1 has shipped from that station 120 cars of corn; and besides has put 20,000 bushels in crib.

On March 1st one of the stay-rods in the Northern Grain Co.'s elevator at Benwick, Ia., broke. The building began to spread, making it necessary to empty several of the bins to insure safety.

E. L. McClurkin, secretary and treasurer of the Grain Dealers' Association of Southeastern Iowa, writes us that the next meeting of the association will be held at Burlington, Ia., on Monday, March 20.

The annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will be held at the Hotel Grand, Council Bluffs, Iowa, Wednesday, March 22, at 2:30 p. m. and

7:30 p. m. As the election of officers for the coming year will take place, it is expected that a large number will be in attendance at this meeting.

Richard Prove, a foreman of construction on the new Peavey elevator which is being built at Council Bluffs, Ia., met with a very painful and almost fatal accident on March 3. While superintending the hoisting of a huge rock, the tackle gave way and before Prove could get out of the way it struck him, crushing his leg almost to jelly.

The Iowa crop bureau reports that the winter wheat has been seriously damaged by the severe temperature and the absence of snow. Reports from all over the state show irreparable damage has been suffered. The early-sown wheat stood up to the test, and favorable spring conditions will save much of this. The total winter-wheat area is estimated at 300,000 acres, against 250,000 last year.

PACIFIC COAST.

Grain trade news items are always welcome.

The Port Angeles Eastern will build a line from Port Angeles, Wash.

Ray & McComas have engaged in the grain trade at Walla Walla, Wash.

Miller & Livengood, grain dealers at Palouse, Wash., have dissolved partnership.

Grain freights are dull on the Coast, says the San Francisco Commercial News.

Lilly, Bogardus & Bacon, of New Whatcom, Wash., have sold their grain and hay business.

A railroad connecting Seattle and Portland is to be built by William M. Tiffany, of New York, and others.

The Clearwater Valley Railroad, J. C. Harley, of Portland, president, will build from Lewiston, Idaho, to Lolo Pass.

A bill has been introduced in the Washington legislature to compel the Oregon Railway & Navigation Co. to interchange cars with cross lines.

The grain rate case, which was begun in the United States Circuit Court in 1895, to effect a reduction of 8 per cent in grain freights, is still pending. The litigation has cost the state of California \$43,000, and bids fair to cost \$67,000 more.

WISCONSIN.

Grain trade news items are always welcome.

John Conway, a pioneer grain dealer of Wisconsin, died recently at Milwaukee, aged 81 years.

C. S. Douglass contemplates building an elevator at Fontana, Wis., if the proposed electric railway is built.

John Walther and Fred Day have bought a piece of land at Oconomowoc, Wis., on which to erect a grain elevator.

Chippewa Falls, Wis., wants a live grain dealer. Inducements are offered to Philip Loewe and other local merchants.

The Kewaunee Grain Co., of Kewaunee, Wis., will buy grain at Casco, where a warehouse 34x60 feet will be erected.

Laun Bros., of Glenbeulah, Wis., intend to put up a large grain elevator. The building erected last fall will be used as a warehouse.

The Webster Mfg. Co., of Chicago,

has recently furnished the machinery for refitting the elevator of Nye, Jenks & Co., at Washburn, Wis.

A record breaking car of oats was shipped March 3 by the S. Y. Hyde Elevator Co., of La Crosse, Wis., from its elevator at Fairmont, Minn., to Minneapolis. It contained 71,478 pounds.

The Superior Board of Trade has elected the following officers for one year: President, W. R. Fanning; first vice-president, D. W. Twohy; second vice-president, M. L. McMinn; directors, for three years, Frank R. Crumpton, B. C. Cooke and H. G. Atwood.

NORTHWEST.

A grain elevator to cost \$5,000 is to be constructed at Walhalla, N. D.

An addition has been erected by the Dell Rapids Elevator Co., Dell Rapids, S. D.

A large elevator will be built in connection with the mill of E. A. Morrison at De Smet, S. D.

An elevator costing \$15,000 is to be built at Forman, N. D., by a newly formed farmers' company.

If winter wheat stands the intense cold experienced in the winter wheat district this year, it might live through the cold winters of the Northwest. The wheat growers of Minnesota and the Dakotas would not then be in constant fear of frost in August.

CANADA.

Rates on Manitoba wheat have been reduced by the Northern Pacific.

Merchants are subscribing stock for the construction of a grain elevator at Forest, Ont.

Frank Gauhan, of Guelph, Ont., an old time grain dealer, was found dead in the river.

Steel elevator storage tanks will be erected at Armstrong, B. C., by the Okanagan Flour Mills.

The Canadian Pacific Railway will ask authority to extend the Stonewall and other branches in Manitoba.

Corn rates from Detroit to Hamilton and Toronto have been reduced to 8 cents per 100 by the Canadian Pacific.

The elevator capacity in Canada west of Thunder Bay on Jan. 1 was 19,985,000 bushels, against 18,378,000 at the beginning of last year.

A bill has been introduced in the Provincial Legislature to guarantee \$50,000 of the bonds of the Goderich Elevator & Transit Co., Goderich, Ont.

The whole line of the Ontario & Rainy River Railway is to be completed within two years. From Port Arthur the road will extend 400 miles to Winnipeg.

The construction of a grain elevator at Belleville, Ont., is discouraged by the Grand Trunk Railway, the policy of which is to develop the all-rail route.

W. J. Connors, well known to the trade, through his connection with the Buffalo grain shoveling contract, has applied to the Montreal Harbor Commission for the privilege of erecting a 2,500,000 bushel steel elevator.

Companies operating lines of elevators in the Canadian Northwest have given notice that they will not be responsible for the condition of stored wheat after March 10. It is feared warm weather will cause the damp wheat to spoil.

New seed grain will be purchased by many growers in the Northwest on the

recommendation of the Government, tests having shown that the inclement weather of last season had injured the seed so that only a small percentage would germinate.

The Trunk Line Association, New York, has given notice that only a certain number of grades of grain to be exported from Canada will be received at New York, Philadelphia, Baltimore or Boston, and that such grain will be received at the frontier junction point only when each car is accompanied by a proper certificate from a duly appointed inspector at the point of shipment or at the frontier, showing it to be one of the grades, specified. From Manitoba (7 grades), Nos. 1 and 2 special Manitoba wheat, No. 1 hard wheat; No. 1 northern wheat, No. 2 northern wheat, No. 2 white oats, No. 2 mixed oats. From Ontario and Quebec (8 grades), Nos. 1 and 2 white winter wheat, Nos. 1 and 2 red winter wheat, No. 2 spring wheat, No. 2 goose wheat, No. 2 white oats, No. 2 peas.

MICHIGAN.

Kindly send us notices of contemplated improvements, new elevators and business changes.

Fred Welch, of Deerfield, has bought the Simons elevator at Fenton, Mich., owned by the Bugbee estate.

The Rockafellow Grain Co., of Carson City, Mich., has purchased the elevator at Middleton of C. Naldrett, and will take possession March 15.

Two journals, the Hay Trade Journal, and the Grain Dealers Journal, both for \$2 if subscribed for at the same time. The former is published every Friday at Canajoharie, N. Y.

The New Baltimore Elevator Co. has been formed at New Baltimore, Mich., to erect an elevator and conduct a grain business. Capital stock, \$5,000; incorporators, William Baker, president; A. F. Reinecke, vice president; C. E. Hills, secretary and treasurer.

Justus S. Stearns, Secretary of State, in his crop report for the state of Michigan under date of March 8, says: In answer to the question, "Has wheat during February suffered injury from any cause?" 632 correspondents in the state answer "yes" and 86 "no." In the southern counties 462 answer "yes" and 13 "no," and in the northern counties 38 answer "yes" and 45 "no." The number of weeks snow protected wheat in February was 1.07 weeks. Snow protected wheat in the southern counties .94 of a week, in the central counties .98 of a week and in the northern counties .71 weeks. The condition of wheat compared with an average on March 1 was, for the state, 74 per cent. The average condition was, in the southern counties, 74 per cent, in the central counties 71 per cent, and in the northern counties 87 per cent. These percentages, to be of value, must be considered in the proper manner. A low average condition now may not mean a short crop; it largely depends on the climatic conditions for the next six weeks whether wheat is damaged badly or not. The figures indicate that the weather for the month has not been such as tends to preserve its vitality, although many correspondents think that much wheat is killed now. The amount of wheat in the farmers' hands, for the state, is 29 per cent of the crop of 1898. The per cent in the hands of the farmers of the southern counties is 32 per

cent; of the central counties, 25 per cent; and of the northern counties, 24 per cent. The total number of bushels of wheat reported marketed by farmers in February at the flouring mills is 457,595 bushels, and at the elevators 571,929 bushels, or a total of 1,029,524 bushels; in the seven months, August-February, the amount marketed is 11,887,534 bushels, or 528,134 bushels more than reported marketed in the same months last year. At 105 mills and elevators from which reports have been received there was no wheat marketed in February. The total amount of wheat shipped by railroads from the various stations, as reported for January, is 735,337 bushels.

KANSAS.

Get into the band-wagon. Join the Kansas Grain Dealers' Association.

An elevator of 50,000 bushels capacity will be erected at Buhler, Kan., by Wall & Rogalsky, millers.

Constitute yourself a committee of one to send us the grain trade news from your part of the state.

A lease of the Santa Fe Elevator at Topeka, Kan., is sought by the syndicate which expects to operate a flour mill.

The S. R. Washer Grain Co. has been incorporated at Atchison, Kan. Capital stock, \$25,000; incorporators, S. R. Washer, R. T. Antle, W. S. Washer and A. S. Antle.

The Rabskopf Elevator at Lawrence, Kan., was burned at an early hour on the morning of March 1. The Lawrence National Bank was part owner of the elevator, which had stood idle for some time. Loss, \$5,000.

Senator Reser has introduced a bill in the Kansas legislature to make combinations in business illegal. Senator Reser, who is a Saline county Populist, explains that the bill is designed to prevent pools among grain buyers and compel receivers to accept farmers' shipments the same as the regular dealers'. The bill passed the house by a vote of 73 to 22.

TEXAS.

An elevator is again talked of at Farmersville, Collin Co., Tex.

Remember the meeting of regular grain dealers at Fort Worth, May 8th and 9th.

Ed Beall is rebuilding the large grain elevator at Van Alstyne, Tex., which was burned last November.

J. E. Wall, of Bowman & Wall, Plano, Tex., writes that he is in the market for a corn sheller and oat clipper.

F. S. Windle has removed from Britton to Dallas, Tex., where he soon will engage in wholesale grain and hay business.

A large grain elevator will be built, it is said, at Sabine Pass, Tex., by the Southern Pacific Railroad and the Sabine Land and Improvement Co.

The Arbitration Committee of the Texas Grain Dealers' Association has settled every claim submitted to it, to the entire satisfaction of the interested parties.

The Texas Grain Dealers' Association now has a membership of over 100. It is doing a good work and fully merits the hearty support of every regular dealer of the state.

The railroads of Texas and the state commission have reached an agreement by which the injunction suits to restrain

the commission from enforcing its tariffs will be discontinued.

An excursion to the principal cities of Mexico will be given by the Texas Grain Dealers' Association after the May meeting. Arrangements for transportation are being made.

Exports from Galveston during February, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, included 1,725,357 bushels of wheat and 577,897 bushels of corn, against 1,012,800 bushels of wheat and 1,556,137 bushels of corn during February, 1898. Of the 28 ships clearing with grain during the month, all but four were destined for the Continent.

MARYLAND.

Send us news of business changes.

William J. Brown, of W. A. Brown & Sons, dealers in grain and feed at Baltimore, Md., is dead.

Henry A. Parr, of I. M. Parr & Sons, exporters, Baltimore, is a leader in the syndicate which has acquired the street railways and electric light companies of Baltimore.

Indispensable to the trades they represent. The Hay Trade Journal, published at Canajoharie, N. Y., every Friday of the year, and the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, both for \$2, the price of the former alone, if subscribed for at the same time. Don't miss this opportunity.

NEW YORK.

Send us notices of business changes.

Donaldson & Co. have been incorporated at Buffalo, N. Y., to deal in grain and provisions.

George W. Williams has established himself in business as a receiver of hay at Palmer's Dock, Brooklyn, N. Y.

The N. L. Niver Co., dealer in hay and feed at New York, has been dissolved by order of court, Charles A. Mackey being appointed permanent receiver.

Belden & Co., of Geneseo, N. Y., have purchased the grain storehouse at Livonia Station, owned by Mr. Pettyjohn, who for thirty years has been engaged in the grain trade.

The American Malting Company has purchased the malt houses of John M. Moser, at Lockport and Phelps, and those of the Scott Malting Company, at Lyons, N. Y., having an aggregate capacity of 375,000 bushels.

PENNSYLVANIA.

Francis Cookman, a member of the Philadelphia Commercial Exchange, and a successful speculator, died recently, aged 72 years. He was born in Baltimore, the son of a methodist preacher.

Hay shippers are advised by Daniel McCaffrey's Sons, Pittsburg, receiver of hay, grain and mill feed, to let their dairy hay come forward. The market there is booming for No. 1 clover mixed and No. 1 choice clover.

NEW ENGLAND.

C. G. Burnham, dealer in grain and flour at 127 Main street, Holyoke, Mass., is having plans drawn for a 4-story grain elevator to cost \$15,000. It will be built on the site of the present storehouse, and will be the first elevator in Holyoke.



"WESTERN" WAREHOUSE SHELLER.

UNION IRON WORKS

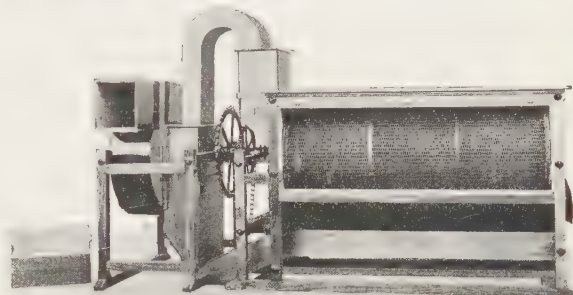
DECATUR, ILL.

Sole Manufacturers

"WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators
...and Elevator
Machinery
...A Specialty...

PLANS MADE ON APPLICATION
BY LICENSED ARCHITECT.



"WESTERN" WAREHOUSE CLEANER.

Write For Catalog.

MILLERS NATIONAL INSURANCE CO.

205 La Salle Street,
CHICAGO, ILL.

Chartered
1865

Cash Assets, \$656,566.76

Furnishes reliable insurance on modern elevators and their contents at about one-half the rates charged by stock companies. If your elevator risk is up to our standard we can make you a handsome saving on your insurance. Full information and financial statement cheerfully furnished. Address the

MILLERS NATIONAL INS. CO.
W. L. BARNUM, Secretary

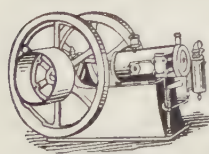
The GRAIN SHIPPERS'

Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,
IDA GROVE, IOWA.

LEWIS GASOLINE ENGINE



Gold Medal
World's Fair, 1893.
Adapted for...
GRAIN ELEVATORS
FEED GRINDING
ELECTRIC WORK
Send for "Catalog R."
J. Thompson & Sons
Mfg. Co., BELOIT, WIS.

CORN THAT GROWS

well. 95 per cent test. 15 best kinds. Catalogue and one sample of white or yellow free, if you mention this paper. Prices low. Address
J. C. SUFFERN, Seed Grower, Voohties, Ills.

Perforated Metal For Grain Cleaners



Rubber Stamps...

Of all kinds, Inks, Pads, Stencils,
Steel Dies and Seals. Write to
Dept. B.

S. D. CHILDS & CO., CHICAGO.

THE BELT RY

OF CHICAGO.

Has Fine Locations for

Elevators, Factories, etc.

ADDRESS

B. THOMAS, Pres. and Gen'l Mgr.

Dearborn Station.

CHICAGO.

Damaged Wheat For Sale Cheap

dispose of at once. Correspondence solicited.

BROOKS-GRIFFITHS CO.

MINNEAPOLIS, MINN.

Attention Regular Dealers.

We can supply your wants
for anything in the line of

Gasoline Engines,
Iron Roofing,
Belting,
Hangers, Pulleys,
Shafting,
Machinery
at prices that "talk."

Write for estimates on anything.
Send for catalogue "Y"

Chicago House Wrecking Co.

West 35th and Iron Sts., CHICAGO.

Table of Legal Weights.

THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts.

For sale by

GRAIN DEALERS COMPANY,
10 Pacific Ave. CHICAGO, ILL.

THE SPENCERIAN DUST SHIELD.



Absolutely prevents all
dust and obnoxious mat-
ter from being inhaled.

It is small, but effective,
and will never wear out,
being made of brass, beau-
tifully nickel plated.

The filters are easily
changed.

Special Price, prepaid,
\$1.00

SPENCERIAN
SPECIALTY CO.

125 Dearborn St.
CHICAGO, ILL.

Write for circular.

FAIRBANKS-MORSE

Send for Special Catalogue "G"
showing plans for placing En-
gines in Elevators, Flour and
Feed Mills, etc.

Gasoline Engines

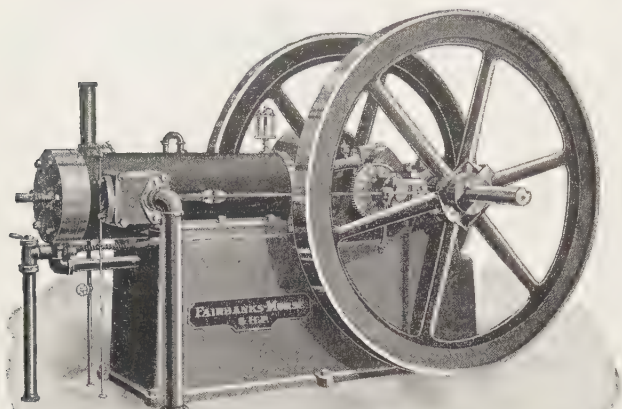
...ARE LIKE...

FAIRBANKS SCALES,

Standard,
Durable,
Reliable.

Thousands of the Scales and hundreds of the
Engines are used by the GRAIN TRADE.

FAIRBANKS, MORSE & CO.
CHICAGO.



St. Louis. Minneapolis. Cincinnati. Cleveland. Kansas City. Indianapolis. Louisville. Omaha.
Portland, Ore. St. Paul. Denver. San Francisco. Los Angeles.

WITTE GAS AND GASOLINE ENGINES
ARE MADE BY THE WITTE
IRON WORKS CO. IN KANSAS CITY, U.S.A.

Catalog G, 1206 Walnut Street.

WITTE GASOLINE ENGINES ARE THE BEST IN THE END.

YES I SEE NOW!

THE OTHER KIND

NOW NEIGHBOR WHO IS AHEAD

OATS CLIPPED, CLEANED
AND MIXED
AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.
...CHICAGO....

2 For...
\$1.50

You can get two journals for the price of
one if you will cut this out and send it
with \$1.50 to the

Toledo Daily Market Report,

published daily at Toledo, Ohio, by the
Franklin Printing and Engraving Co., or
to the

**GRAIN
DEALERS JOURNAL**

published on the 10th and 25th of each
month, by the Grain Dealers Company, at
Chicago, Ill.

The price of each journal alone is \$1
per year; if both are subscribed for
at the same time you can get them,
one year, for \$1.50.

IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery,
try a liner ad. in the **GRAIN DEALERS JOURNAL**; its inexpensive
and effective.

FOR SALE.

Grain elevators, warehouses, grain businesses, interest in grain business can
readily be disposed of by advertising in the "For Sale" column of the **GRAIN
DEALERS JOURNAL**.

Do not permit unused machinery to stand in your way and increase the fire
hazard of your plant; advertise and sell it before it deteriorates; get your money
out of it and put it where it will earn something. Many elevator men want and
will pay a good price for second-hand machines, if you will let them know you
have the machines for sale. Try it.

The **GRAIN DEALERS JOURNAL** is published on the 10th and 25th of each
month for \$1.00 per year. Address

GRAIN DEALERS COMPANY,
10 Pacific Ave., CHICAGO, ILL.

When Writing Advertisers
Kindly Mention the . . .

Grain Dealers Journal

BARNARD & LEAS MFG. CO.

MOLINE, ILLINOIS,

MANUFACTURERS OF

Barnard's
Counter-Balanced
Dustless
Elevator Separator

Barnard's
Counter-Balanced
Dustless
Warehouse
Separator

Barnard's Special Warehouse and
Elevator Separator

Barnard's Malt Cleaner

Barnard's Hori-
zontal Adjustable
Warehouse
Scourer for
wheat and barley

Barnard's
Tubular
Barley Separator

Barnard's Extra Large
Warehouse Long Scourer
for very smutty wheat

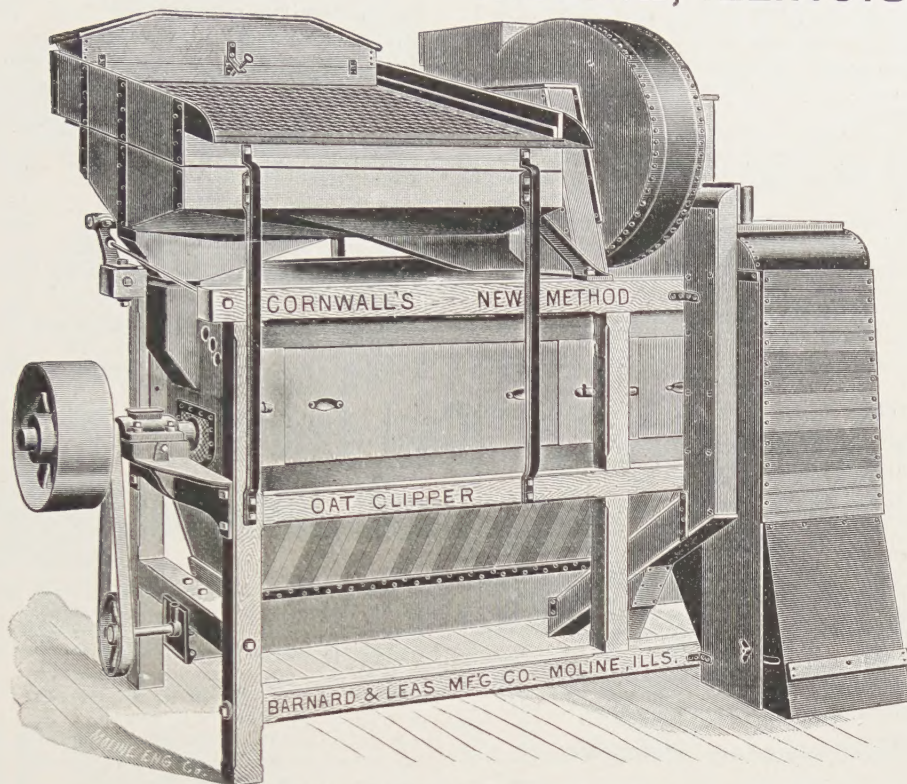
Cornwall's
New Method
Oat Clipper

Cornwall's
Corn Cleaner

Victor
Corn Sheller

The Largest and Most Complete Line of
Warehouse and Elevator Machines made by
any concern in the world.

Send for special circulars and illustrated
catalogue.



CORNWALL'S NEW METHOD OAT CLIPPER.

Clarks Grain Tables

AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USING

CLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 55 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/2 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the
GRAIN DEALERS COMPANY,
10 PACIFIC AVE. CHICAGO, ILL.

\$50.00 Reward for First Notice of Any Infringement.

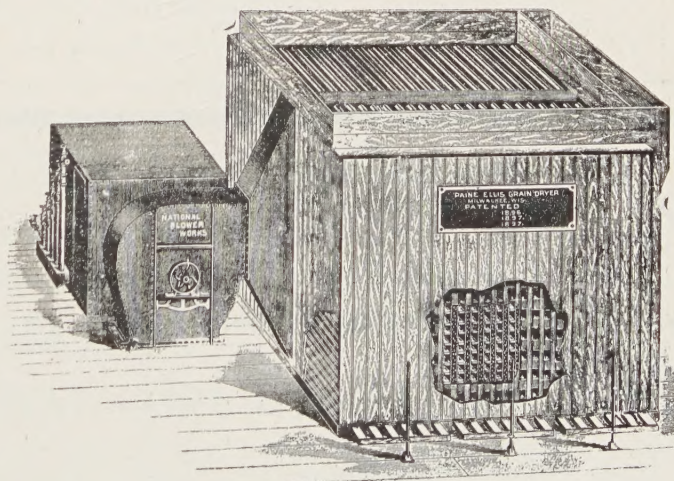
THE PAINE-ELLIS GRAIN DRIER

is THE ONLY
PRACTICAL
DRIER that will
successfully handle grain
containing from 5 to 40 per
cent moisture.

OPERATION
AND
CAPACITY
GUARANTEED.

CAPACITY
FROM
50 to 2,000
BUSHELS
PER HOUR.

Write for....
Catalogue and
Particulars.



The Paine-Ellis Grain Drier Co.,

Nos. 52 and 53
Chamber of Commerce,

MILWAUKEE, WIS.

Chicago shippers are puzzled to account for the apparent division of the east bound grain traffic. The roads doing the bulk of the corn business have so much of it that they are neglecting their general business. A few other lines are doing the bulk of the oats business to the east.

East-bound lines, who have granted the reduced export rates on corn, are insisting upon positive proof that all the grain which takes this rate shall be actually for export. They are demanding that in the bills of lading all the export details shall be given, including the name of the steamer.

Baltimore receivers feel that the recent cut in the differential will entail a loss to them in territory which they have considered their own—Ohio and Indiana. The Chamber of Commerce will make an effort, through its trans-

portation committee, to induce the railroads to restore the favoring differential.

The export rate of $13\frac{1}{2}c$ to New York from the Mississippi river on corn originating west of the Missouri river has been extended to corn for export in all the territory west of the Mississippi river. Iowa corn will now get the same rate as the Nebraska. It is equivalent to reducing the Iowa export rate $2\frac{1}{2}c$ a hundred.

Last year's shipments of grain, flour and provisions from Chicago east aggregated 4,236,520 tons, against 2,650,904 tons in 1897. The Lake Shore carried 13.7 per cent, Michigan Central 13 per cent, Fort Wayne 12.8 per cent, Pan Handle 7.5 per cent, Erie 12.2 per cent, Nickel Plate 10.5 per cent, Big Four 6.7 per cent, Baltimore & Ohio 8.3 per cent and Grand Trunk 8.2 per cent.

Grain Tables FOR CAR LOADS.

COMPILED FOR THE CHICAGO WAREHOUSE REGISTRAR.

THESE TABLES show the number of bushels in any amount of grain which can be weighed in large hopper scales. No figuring is required. The tables are well printed on strong heavy paper, and so arranged that anyone can readily find the number of bushels in any amount. The tables are printed on only one side of each leaf. Each leaf is notched at right hand margin and the range of the weights on it shown in heavy faced type on margin. The tables are arranged in eleven columns on each right hand page. The first column contains the weights in thousands and hundreds of pounds, from 20,000 to 70,000 pounds. The second column shows the number of bushels in these even hundred weights of grain; the third column shows the number of bushels in the even hundred weights plus ten pounds; the fourth column plus twenty pounds; the fifth column plus thirty pounds, etc.

The tables are strongly bound in cloth. The tables for Oats at 32 pounds are bound in olive green; the tables for Corn and Rye at 56 pounds in sea green and the tables for Barley at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. Price, \$1. For any of these tables address the

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

WANTED.

If you want to buy or lease a grain elevator or warehouse, wish to buy a grain business or an interest, want a partner, help, or a second-hand machine, want a position or anything else connected with the grain trade, advertise in the "Wanted" column of the GRAIN DEALERS JOURNAL. It is read by thousands of persons connected with the grain trade, many of whom may be able to supply your want; they can not attempt to supply your want unless you let them know of it. Try an ad. in the GRAIN DEALERS JOURNAL; it is published on the 10th and 25th of each month for \$1.00 a year by

GRAIN DEALERS COMPANY,

10 Pacific Ave., CHICAGO, ILL.

GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please
send the **GRAIN DEALERS JOURNAL** for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

Freight Tables...

Avoid unnecessary figuring and prevent errors in computing freight per bushel by using labor saving freight tables. Amount of freight per bushel at every rate up to 50 cents per hundred shown. Copy of same, printed on cardboard with heavy-faced type, can be secured by sending six cents in stamps to the GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

When Writing Advertisers

Kindly Mention the . . .

Grain Dealers Journal.

Coal Dealers Rapid Reckoner.

The Retail Coal Dealers Rapid Reckoner is printed on heavy bristol board and designed to be hung beside office desk to assist dealers in quickly computing the value of a load of coal. It shows the value of even hundred weights, and of 1,000 to 60,000 pounds of coal at 75 cents to \$9 per ton. Its use will facilitate the work of finding the value of a load of coal and prevent errors. Price, 50 cents. Address

GRAIN DEALERS COMPANY,

10 PACIFIC AVE.

CHICAGO, ILL.

LOCATIONS FOR INDUSTRIES.

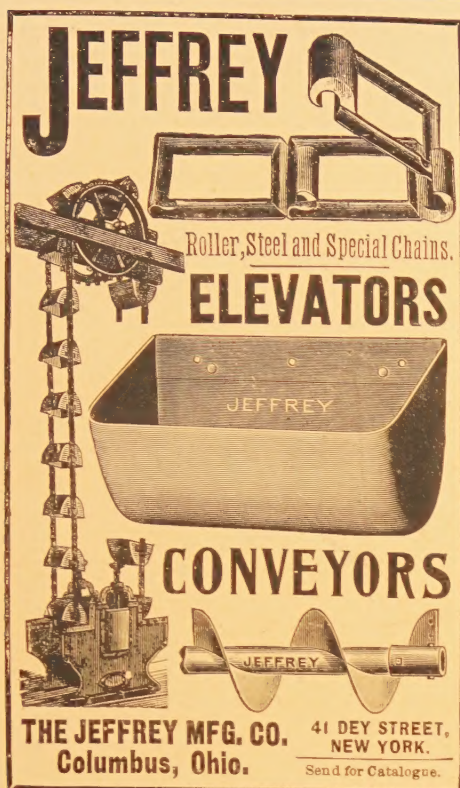
The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Company has all its territory restricted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material, markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,150 miles of railway, exclusive of second track, connecting track or sidings. The eight States traversed by the Company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this Company—at points along its lines. The central position of the States traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address **LUIS JACKSON**, Industrial Commissioner C. M. & St. P. Ry., 660 Old Colony Building, Chicago, Ill.



JEFFREY
Roller, Steel and Special Chains.
ELEVATORS
CONVEYORS
THE JEFFREY MFG. CO.
Columbus, Ohio.
41 DEY STREET,
NEW YORK.
Send for Catalogue.

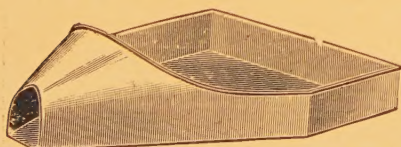
If U Hav

a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the

GRAIN DEALERS JOURNAL can carry your sign to everyone in the trade. . . .
TRY IT.

The Grain Dealers Journal
... Costs but \$1 a year

CHASE SAMPLE PAN
For Examining Samples of Grain.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.
\$1.25 at Chicago.
GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

DIXON'S SILICA GRAPHITE PAINT

FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.
IT IS ABSOLUTELY WITHOUT AN EQUAL.

If you need any paint it will pay you to send for circular.

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.

United States Scale Company, TERRE HAUTE, IND.

Established 23 Years.

MANUFACTURERS OF
ALL KINDS OF

LARGE SCALES

First-Class Reliable Scales at the Lowest Prices.

References everywhere. We will give you prompt, satisfactory work at lower prices than can be had anywhere else. Skilled men to erect scales. Send for circulars and prices.

S. J. AUSTIN, Prest.

Elevator Supplies

Belting, Buckets, Elevator Bolts, Pulleys, Shafting, Elevator Heads and Boots, Conveyors, Spouts, Feed Mills, Cob Crushers, Corn Shellers and Cleaners, Wagon Scales, Hopper Scales, Dormant Scales, Trucks, etc.

Always On Hand.

PRICES THE LOWEST. STOCK THE LARGEST.

B. F. GUMP, 53 S. CANAL STREET, **CHICAGO, ILL.**

Send for Catalogue.

YOU CAN GET...

GRAIN DEALERS JOURNAL

and Hay Trade Journal.....	for \$2.00 per year
" Millers' Review	" 1.50 "
" Toledo Daily Market Report	" 1.50 "
" Minneapolis Daily Market Record	" 3.00 "
" American Lumberman	" 3.00 "
" The Operative Miller	" 1.50 "
" Harper's Magazine	" 4.00 "
" Harper's Weekly	" 4.25 "
" Round Table	" 1.50 "
" Scribner's Magazine	" 3.50 "
" Review of Reviews	" 3.00 "
" Century Magazine	" 4.50 "
" St. Nicholas	" 3.50 "

You can get the Grain Dealers Journal and any one of the publications mentioned above by sending the sum set opposite the name of the publication desired to

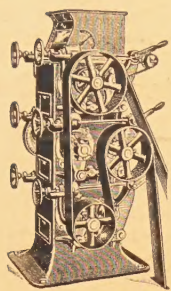
GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

HAY—GRAIN. TWO JOURNALS \$2

Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the Grain Dealers Journal. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The Grain Dealers Journal is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both Journals one year by sending \$2 to either Journal and mentioning this offer.

\$3 for \$2

CORN and FEED MILLS



4 Roll and 6 Roll
Gear or Belt Drive
for Slow Roll.

IT PAYS

To have one
in connection with
an elevator,
and to have the
BEST one.

Ours has no equal in Strength, Durability, Efficiency, Convenience, Capacity, and Quality of Work.

Several sizes. Prices very reasonable.

The Edward P. Allis Co.
MILWAUKEE, WIS.

WEBSTER MFG. CO.

General Office and Works:

1075-1097 W. 15th St., CHICAGO.



Eastern Branch,
38 Dey Street,
NEW YORK, N. Y.



We manufacture the most complete line of...

GRAIN ELEVATOR MACHINERY

of any firm in this country. We make a specialty of Complete Equipments for Grain Elevators from 5,000 to 2,000,000 bushels capacity.

Write for our special circular on "Acme" Elevator Buckets.

You Know and We Know

But 15,000 regular Grain Dealers, all prosperous men, don't know that you are in business.

THE GRAIN DEALERS JOURNAL can help you secure desirable business. Write for advertising rates to the

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO.

IMPROVED GRAIN ELEVATOR ...MACHINERY...

Power Grain Shovels,
Belt Conveyor
Trippers,
Elevator Buckets,
Elevator Boots,
Spiral Conveyor,
Loading Spouts,
Belting, Etc.



Write
For Complete
Illustrated Catalogue.

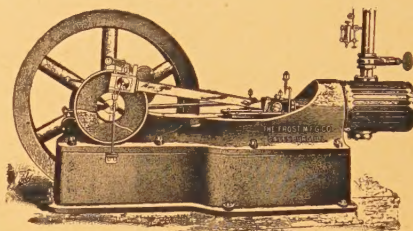
Rope Transmissions,
Pulleys,
Hangers,
Pillow Blocks,
Couplings,
Friction Clutches,
Shafting, Etc.

WELLER MFG. CO. Main Office, 118-120 North Ave. **CHICAGO.**

GASOLINE ENGINES

STEAM ENGINES

BOILERS



Elevator Machinery and Supplies
of all kinds.

THE FROST MFG. CO.

130 Simmons St. GALESBURG, ILL.

TRANSMISSION
PROBLEMS
SOLVED

STATE
YOUR
CASE.

**THE DODGE
MFG. CO.**

**KNOW HOW TO
CRACK TRANSMISSION
NUTS. HAVE YOU ANY
TO CRACK?**

NEW YORK,
BOSTON,
CHICAGO,
LONDON

DODGE
MANUFACTURING
CO. MISHAWAKA, IND.

**MOST TALKED OF GOODS IN THE
MARKET—YOU CAN'T MAKE A MISTAKE.**